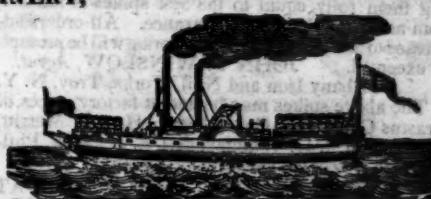


Engineer's Office

AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,
AND MINES.



ESTABLISHED 1831.

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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—

As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

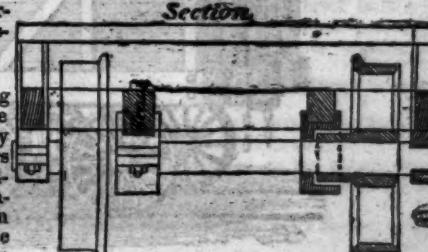
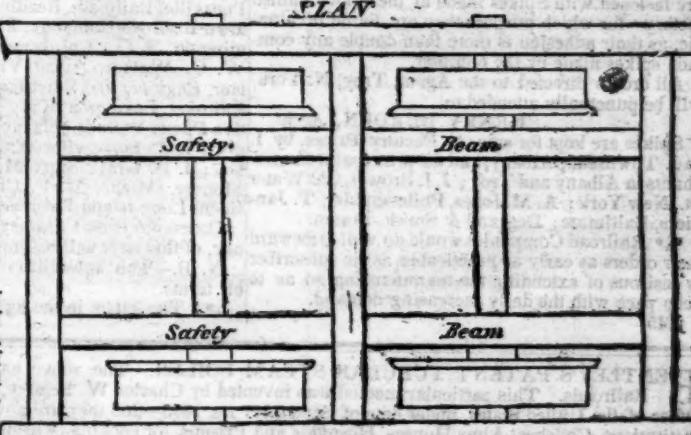
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent, JAMES ELLIOTT, Sup. Motive Power,

GEORGE CRAIG, Superintendent, W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

J. A. G.



PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janiers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

To THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Supt Hartford and New Haven Railroad; W. R. McKee, Supt Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Supt New Jersey Railroad Trans. Co.; J. Elliott, Supt Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Supt Elizabethtown and Somerville Railroad; R. R. Cuylar, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Supt Macon Railroad, Macon, Ga.; J. H. Cleveland, Supt Southern Railroad, Monroe, Mich.; M. F. Chittenden, Supt M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

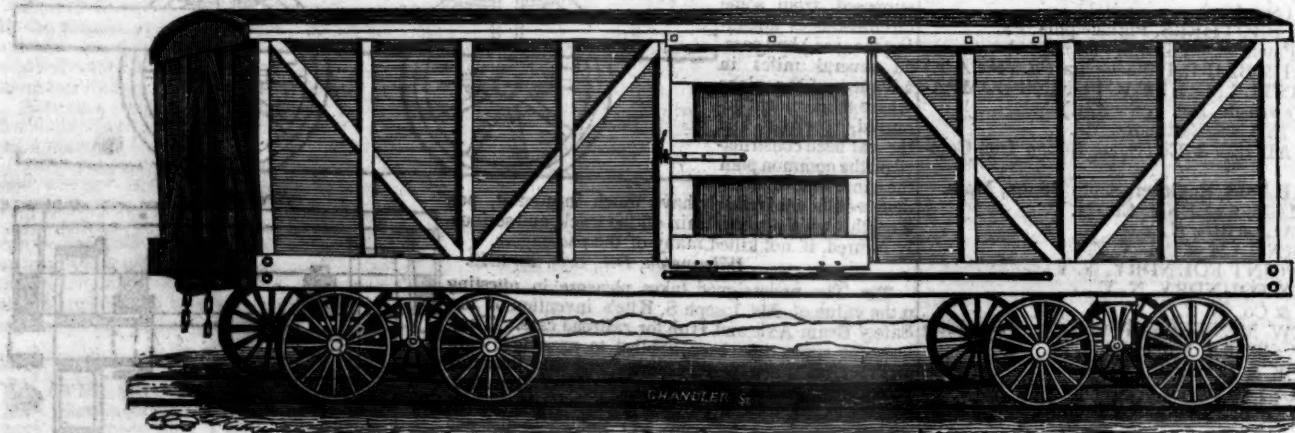
** The letters in the figures refer to the article given in the Journal of June, 1844.

Philadelphia, Pa., April 6, 1844.

ja45

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All orders punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every nineteen minutes.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by A. & G. RALSTON
Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works,
situated in the town of Newcastle, Del., Locomotive
and other steam engines, Jack screws, Wrought iron
work and Brass and Iron castings, of all kinds con-
nected with Steamboats, Railroads etc.; Mill Gear-
ing of every description; Cast wheels (chilled) of
any pattern and size, with Axles fitted, also with
wrought tires, Springs, Boxes and bolts for Cars;
Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders
will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate
attention. ANDREW C. GRAY,
ja45 President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS.
etc. The Subscriber having made important
improvements in the construction of rails, mode of
guarding against accidents from insecure joints, etc.
—respectfully offers to dispose of Company, State
Rights, etc., under the privileges of letters patent to
Railroad Companies, Iron Founders, and others inter-
ested in the works to which the same relate. Com-
panies reconstructing their tracks now have an op-
portunity of improving their roads on terms very ad-
vantageous to the varied interests connected with
their construction and operation; roads having flat
use flat bar rails are particularly interested, as such
are permanently available by the plan.

W. MC. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other
works pertaining to the profession, may be constructed
under his advice or personal supervision. Applica-
tions must be post paid.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to $\frac{1}{2}$ in calibre and 2 to 12 feet long,
capable of sustaining pressure from 400 to 2500 lbs.
per square inch, with Stop Cocks, T, L, and
other fixtures to suit, fitting together, with screw
joints, suitable for STEAM, WATER, GAS, and for
LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
NORRIS, TASKER & MORRIS.
Warehouse S. E. corner of Third & Walnut Streets,
PHILADELPHIA.

RAILROAD IRON.—THE MARYLAND AND NEW YORK IRON AND COAL COMPANY are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jenson's Run, Alleghany County, Maryland.

WILLIAM YOUNG,

President.

TO IRON MASTERS.—FOR SALE—MILL SITES in the immediate neighborhood of *Biluminous Coal* and *Iron Ore*, of the first quality, at Ralston, Lycoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL DAM FOR SALE. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45 feet two stories high, with a shed part 45x20 feet containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x23 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

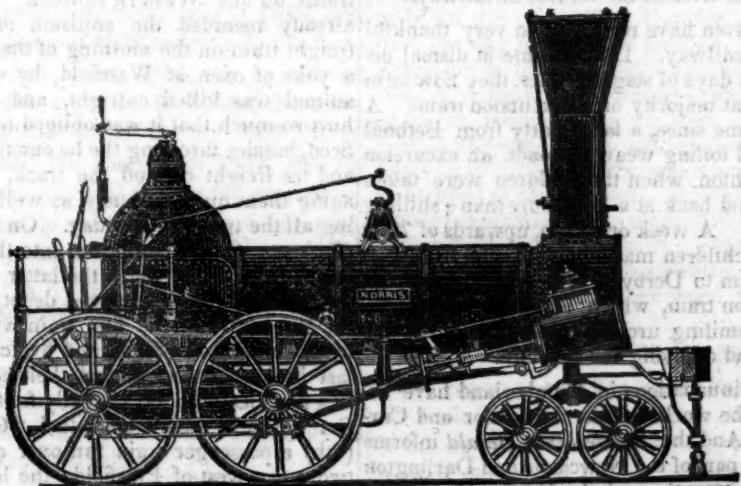
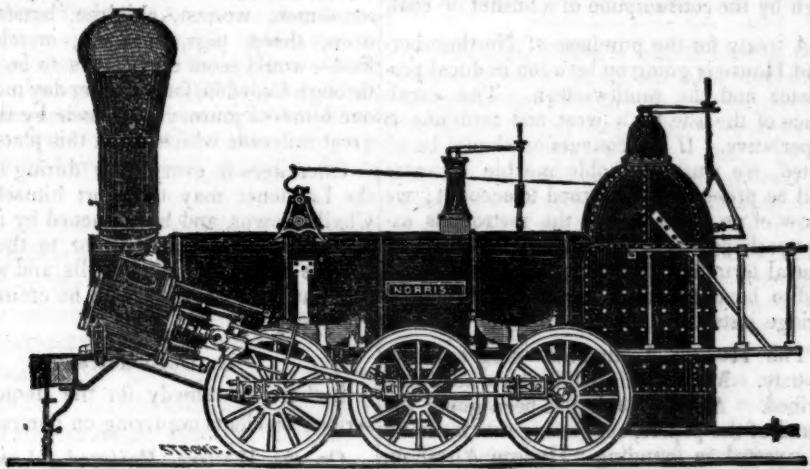
Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & CO., Philadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1.	15 inches Diameter of Cylinder, \times 20 inches Stroke.
" 2.	14 " " " \times 24 " "
" 3.	14 $\frac{1}{2}$ " " " \times 20 "
" 4.	12 $\frac{1}{2}$ " " " \times 20 "
" 5.	11 $\frac{1}{2}$ " " " \times 20 "
" 6.	10 $\frac{1}{2}$ " " " \times 18 "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

London, Central Railway Terminus.—We have more than once spoken of the great convenience which would result from bringing as near to one point as possible the terminus of the different railroads in cities and large villages. We have always felt that *travelers* and *freight* should have as little trouble as possible in getting from one depot to another. Railroads are designed to transport persons and things for which the owners of the railroad are to be *paid*, and those who *pay* for this service ought *first* to be accommodated, rather than the people who happen to live in the cities and towns, and keep a hotel, or drive a carriage, cart or omnibus. Hotels, carriages, and carts are supposed to be brought into use to be employed by those who *need*, or *desire* their services, not to oppress those who do not want them, as it would seem to be supposed in some places we could name. And by forming central, or joint stations where it can be done—and it can be done almost anywhere if in London—much inconvenience and especially to females who travel alone, and persons not accustomed to travel, would be avoided.

By the following statement it will be seen that they are endeavoring to effect this desirable object in London as well as in other cities and towns in England.

"At the court of common council, on Thursday, the question of the central grand terminus, suggested to the lord mayor elect, the presentation of a petition from the directors of Direct London and Manchester railway company (Rastrick's line,) for leave to purchase the Farringdon market for a great central terminus. The petition was presented by Mr. King, and duly seconded."

A company, with a capital of 300,000*l.* for establishing iron works, has been formed under the title of the "Swansea and Dulais railway company" for the manufacture of rails and merchant iron. Messrs. Manby and Brothers, engineers.

Thames Tunnel Railway.—Negotiations are on foot, says the Railway Record, of 15th Oct., between the directors of the Thames Tunnel and a party of capitalists, headed by a gentleman most favorably known in the railway world, for the purchase of the tunnel, with the view of carrying a railway direct from the junction of the Eastern Counties' and Blackwall lines, to a point on the Greenwich line, whence the Croydon, Brighton and Dover lines diverge.

Railways in Spain.—The Madrid Gazette mentions the arrival of Mr. Brunel at Madrid with a party of English engineers to carry on the works of the north of Spain.

Canals into Railroads.—"A meeting," says the Record, "of the proprietors of the

Monmouth canal was held at Newport, on Friday last for the purpose of contracting to sell the same; and resolutions were adopted for carrying out the object of the meeting."

L'Epagne, a newly established French paper, says the Record, remarking on the subject of the impossibility of competition between canals and railways, a question on which our French neighbors are not yet quite decided, points to the movements in England as decisive.

Cornish Engines.—The number of pumping engines reported this month is 36. They have consumed 2,448 tons of coal, and lifted 52,000,000 tons of water 10 fathoms high.—The average duty of the whole is therefore 63,000,000 lbs. (23,606 tons) lifted one foot high by the consumption of a bushel of coal.

A treaty for the purchase of Northumberland House is going on between its ducal proprietor and the southwestern. The excellence of the site for a west end terminus is superlative. If the conversion should be effected, we trust the noble marble staircase will be preserved and turned to account; we know of no equal to it in the metropolis except perhaps that at Sutherland House. The central terminus, baffled at Hungerford, are said to be negotiating for leasing Waterloo Bridge instead.

The Hudson Testimonial progresses fitfully. More than 15,000*l.* have been subscribed. A paragraph has been going the round of the papers, suggesting that it should be invested in founding "Hudson Almshouses" for the widows and children of those who lose their lives in the service of railroads.

Children have reason to be very thankful for the railway. Left at home in dismal neglect in days of stage coaches, they now form the great majority of all excursion trains. A short time since, a large party from Bethnal (of hard toiling weavers) made an excursion to Brighton, when the children were taken there and back at a little more than a shilling a head. A week or so ago, upwards of 7000 school children made an excursion from Birmingham to Derby. We rarely hear of an excursion train, which is not partly composed of smiling urchins, packed as closely as pigs, and enjoying the rare fun.

The inundations in Cumberland have arrested the works on the Lancaster and Carlisle. And the *Sunderland Herald* informs us that part of the Newcastle and Darlington which passes through the Morden Carrs, near Aycliffe, has for an entire week been covered with water. The long and heavy trains could scarcely move, and the merchandize train actually could not proceed, and had to be drawn on by another powerful engine.

The earliest railway for public traffic in England, says the Railway Chronicle, was one passing from Merstham to Wandsworth, through Croydon; a small single line, on which a miserable team of lean mules or donkeys, some thirty years ago, might be seen crawling at the rate of four miles in the hour,

with small trucks of stone and lime behind them. It was commenced in 1801, opened in 1803, and the men of science of that day—we cannot say that the respectable name of Stephenson was not among them—tested its capabilities, and found that one horse could draw some 35 tons at six miles in the hour, and then, with prophetic wisdom, declared that railways could never be worked profitably. The old Croydon railway is no longer used. The *genius loci* must look with wonder on the gigantic offspring of the little railway which has swallowed up its own sire. Lean mules no longer crawl leisurely along the little rails with trucks of stone, through Croydon, once perchance during the day, but the whistle and the rush of the locomotive, and the whirr of the atmospheric, are now heard all day long. Not a few loads of lime, but all London and its contents, by comparison—men, women, children, horses, dogs, oxen, sheep, pigs, carriages, merchandize, food—would seem now-a-days to be passing through Croydon, for day after day more than one hundred journeys are made by the three great railroads which reach this place.

Oftentimes in every hour during daylight the Londoner may transport himself to the Chalk Downs, and be freshened by the pure breezes of Duppars Hill, or to the sandy heights of the Addington Hills, and scent the fragrant wild thyme which he craunches at every step.

Railroad Accidents.

Is there no remedy for the frequent and serious accidents occurring on our railroads?

On the Western Railroad.—Last week was certainly a very unlucky one with the trains on the Western railroad. We have already recorded the collision of the first freight train on the morning of the 7th, with a yoke of oxen at Westfield, by which one animal was killed outright, and the other hurt so much that it was obliged to be sacrificed, besides throwing the locomotive, tender and ten freight cars off the track, and damaging them quite seriously, as well as delaying all the trains of the day. On Saturday, (8th) one freight train ran into the rear of one forward of it, while the latter was stopping at the Chester Factories depot, by which the locomotive of the first train was injured to the amount of \$2000, and five cars of the last broken to pieces, and their contents of live hogs let loose too violently for their comfort. Five of them were killed. On Friday (7th) a passenger train ran over and killed two cows west of Pittsfield; the locomotive was not injured nor the train thrown off; and on the same day a flock of sheep were run into by another train, and some twenty or more killed. Quite a slaughter house, truly! including the ox run over and killed on the Friday previous (Oct. 31st,) last week's work would sum up: three oxen, two cows, five hogs, and sheep too numerous to mention, without saying anything about the locomotives, cars and freight, smashed up, all of which somebody must pay for. Most fortunately no person was hurt by either accident.

—*Springfield Republican.*

On the Providence Railroad.—The steam-boat train via Stonington was thrown off the track of the Providence railroad, at Sharon on Saturday morning, in consequence of a switch being misplaced. The locomotive was driven, with great violence, into a sand bank; and the baggage crates, and one or two passenger cars badly broken. Fortunately no one was seriously injured, though the engineer and fireman received some severe bruises. It is supposed that the switch was altered some time during the night; but whether by accident or design, is not known.

—Atlas.

James River Canal.—It is estimated, says the Richmond Enquirer, that the reduction in the rates of tolls, at the commencement of the present year, was such, that if the tonnage had remained the same, the receipts would have been reduced about 22,000 dollars. Nevertheless, it turns out that the receipts from tolls, for the last twelve months have exceeded those of the twelve months previous, by upwards of 9,000 dollars. These two sums amount to about one-sixth of the receipts of the last year. Consequently the trade must have increased one-sixth during the year."

Such has been the uniform tendency on all the public works in this country, and especially on the New York canals, as will be seen by referring to a statement in this Journal, number 35 for August 28th. In 1832 the up tolls on the Erie canal were \$5 08 $\frac{1}{2}$ on 1000 lbs. of merchandize from Albany to Buffalo and \$2 54 on 1000 lbs. of flour, or provisions from Buffalo to Albany, whereas in 1845, this year, they are \$3 26 $\frac{1}{2}$ up, and \$1 62 $\frac{1}{2}$ down and yet the tolls of 1845, will be double those of 1832 and even double those of 1837—next year, 1846, the up tolls on merchandize are to be \$2 36 and the down tolls on provisions \$1 35 $\frac{1}{2}$ per 1000 lbs. or just one-half the charges of 1832, and we shall be disappointed if with ordinary crops, the receipts do not equal those of this year. Yet, notwithstanding these and numerous other proofs, which he who runs may read, we see the managers of some of our most important lines exacting rates of *freight* and *fare* which are truly *oppressive*. It is much to be desired that they should learn wisdom in this matter and as much for their *own* interest as for the interest of others.

Raleigh and Gaston Railroad.—It appears by the following from the Raleigh Register that governor Graham has determined to go in his bid to the *maximum* amount for the Raleigh and Gaston road.

Governor Graham has returned from his examination of the Raleigh and Gaston railroad. He was accompanied to Gaston by the public treasurer, by George W. Mordecai, Esq., the temporary president of the company, John D. Hawkins, Esq., of Franklin, one of

the directors, and Mr. Holister, superintendent of the road. We are gratified to learn that the governor found the road, excepting the section between Raleigh and Forestville, on which workmen are now operating, in much better condition than he had expected; and that, after a personal survey of almost the whole track, and the depots, aqueducts, and noble bridges of the company, and on the inspection of the reports of its income for the past two years, made to the court of equity of Wake, he determined without hesitation, as the agent and representative of the state, at the sale of the company's property, to be made on the 29th of December next, to bid the *maximum* amount prescribed in the act of the general assembly at the last session, viz: \$300,000, and the interest accrued thereon since the bonds for this amount, endorsed by the state, were issued—which will be in all about \$381,000.

The City of Macon and the Central Railroad.—A very numerous and respectable meeting of our citizens was held at the court house on Monday last, to adopt measures to counteract the efforts now making by the Central railroad company, to procure an amendment of their charter authorizing them to construct a road from some point in Bibb county, to a point on the Chattahoochee, at or near Columbus. There was a unanimous expression of opinion in opposition to this scheme, as one ruinous to the interest of Macon. Our people are all of one way of thinking on this point. They will not permit a junction of any road on the west side of the Ocmulgee, with the depot on the east side, within their corporate limits; and they have expressed their determination to resist by all legal means, any such junction either above or below the city. The diversion of trade from our city by any such junction, is too apparent for us to dwell on. The attempt to effect it by the railroad company, was regarded by the meeting as a violation of former pledges and stipulations, and as a measure destructive to our prosperity, and which should be arrested at its inception. A series of resolutions expressive of the sense of the meeting were passed, and a committee appointed to draft a memorial to the legislature, praying the rejection of the contemplated amended charter."

Will the editor of the Macon Messenger please inform us why this opposition? Is Macon the last city or town in that direction? Or are there cartmen, and cabmen, whose interest is paramount to that of the business community? We ask for information as we do not understand why this opposition.

The City Point Railroad.—The business on this road has increased considerably during the last six or eight months, so much indeed, as to encourage the belief that it will be a source of no small profit to the town.—This must be gratifying to all who have at heart the prosperity of Petersburg. One of the grand designs in the original construction of this road was the formation of an important

connection between the Petersburg railroad and the James river and bay line, thus offering to travellers, going north or south, a cheap, expeditious and agreeable route. It is also a great accommodation to our merchants in the rapid, cheap and safe transportation of goods brought by vessels to City Point. But for this road our citizens would be subjected to much inconvenience, because of the difficulty during some seasons of the year in transporting merchandize, etc., in vessels from City Point to this place, on account of the small quantity of water and obstructions by ice in the Appamattox. If this road were abandoned, the travel on the bay would in a short time most certainly be lost to Petersburg and the Petersburg railroad, as under this state of affairs strong inducements would be held out to northern or southern capitalists to purchase, and recommence operations on the road between Portsmouth and Weldon."

Not with a view of injuring Petersburg, by any means, but for the convenience of travellers, we hope northern or southern capitalists, we care little which, *will* purchase and repair "the Portsmouth and Weldon road." It is mortifying to see a railroad on such a line as that go to ruin. Why do the citizens of Virginia allow it?

Flour by Railroad.—There was received in this city from Albany, says the Boston Daily Advertiser of 25th Nov., by the Western and Worcester railroads, in the week ending the 15th inst., 13,174 barrels flour. In the week ending on Saturday last, the quantity received was 13,426 barrels, and on the three first days of the present week, 10,845 barrels, making in two and a half weeks, 37,445. In the last three days the freight trains have contained an average of more than 1000 barrels a train, in addition to large quantities of other freight. The receipts for the transport of flour on the Boston and Worcester railroad, in the two entire weeks above mentioned, were about a fifth part of the whole freight receipts of those weeks. This branch of the business, however, contributes a much larger proportion of the amount of the merchandize transported, than of the income earned.

"About 3000 barrels of flour, in addition to the above, were received at the depot in this city yesterday."

The amount of other freight passing in the same direction, and of merchandize by return trains, would astonish many of our citizens if they were to see the trains as they arrive at the depot in Boston and Greenbush. We will take the liberty, however to tell them that the present business over that road is only a *priming* to what it will be a few years hence, especially if the road between Albany and this city is not constructed.

The earnings of the Buffalo and Niagara railroad company this year shows a very great increase over last. From the 1st of August to 1st of November, this year, they were \$11,864, against \$8,352 for corresponding period last year.

NAME OF RAILWAY.	Miles opened.	ENGLISH RAILROAD SHARE-LIST.										NEW AND PROPOSED RAILWAYS.	Share Capital.		
		Total sum, in pounds, authorized to be raised by shares.	Total sum, in pounds, authorized to be raised by loan or mortgage.	Total sum, in pounds, expended at dates of latest balance sheets.	Cost of working in pounds for six months, as stated in latest balance sheets.	Total savings, in pounds, for six months, as stated in latest balance sheets.	Dividend at last meeting.	£ s. d.	£ s. d.	Per cent.	£ s. d.	Paid on share.			
Arborth and Forfar.	15	102,000	35,000	138,870	—	—	—	0	12 6 2	10 0	25	20	Aberdeen.	1,600,000	
Birmingham and Gloucester.	55	1,187,500	407,336	1,500,806	39,261	53,203	1	5 0 2	10 0	100	100	100	Barnsley Junction.	200,000	
Branding Junction.	23	161,700	365,470	481,452	—	—	—	—	4	10 0 0	50	50	Belfast and Ballymena.	385,000	
Bristol and Gloucester.	37	400,000	211,000	657,825	—	—	—	—	nihil.	30	59	30	Blackburn and Accrington.	400,000	
Chester and Birkenhead.	14	750,000	143,170	518,980	5,856	13,148	0	10 0 2	0 0	50	60	60	Birk. and Ches. Junction.	1,000,000	
Dublin and Drogheda.	31	450,000	150,000	582,254	—	—	—	—	nihil.	60	15	60	Bolt, Wigan and Liverpool.	800,000	
Dublin and Kingstown.	6	200,000	152,200	349,736	—	—	—	9	0 0 0	0 0	100	251	Caledonian.	1,800,000	
Dundee and Arbroath.	16	100,000	49,445	153,416	2,989	6,993	1	5 0 5	0 0	25	36	25	Cambridge and Lincoln.	1,250,000	
Durham and Sunderland.	18	169,350	124,055	270,392	9,889	17,702	—	nihil.	50	25	50	50	Chatham and Portsmouth.	5,000,000	
East County and North and East.	86	4,443,200	1,341,155	3,931,905	47,385	118,726	1	6 6	—	45	57	45	Chester and Wrexham.	120,000	
Edinburg and Glasgow.	46	1,125,000	375,000	1,649,523	29,429	55,866	1	5 0 5	0 0	50	78	50	Churnet valley.	1,800,000	
Glasgow, Paisley and Ayr.	51	937,500	—	1,071,258	12,446	36,736	1	5 0 5	0 0	50	72	50	Direct Northern to York.	4,000,000	
Glasgow, Paisley and Greenock.	22	650,000	216,666	797,643	11,830	23,447	0	5 0 2	0 0	25	21	25	Dublin and Belfast.	950,000	
Grand Junction.	104	2,478,712	—	2,503,671	84,309	195,080	5	0 0 10	0 0	100	239	100	Dundee and Perth.	250,000	
Great North of England.	45	969,000	581,017	1,307,487	12,201	36,189	3	0 0 6	0 0	100	230	100	Edinburg and Northern.	800,000	
Great Western.	221	4,650,000	3,679,343	7,445,689	143,279	440,046	4	0 0 8	0 0	80	215	80	Ely and Bedford.	270,000	
Hartlepool.	15	438,000	155,540	719,205	—	—	—	—	8	0 0 0	100	100	Glasgow, Dum. & Carlisle.	1,300,000	
Leicester and Swannington.	16	140,000	—	140,000	2,207	6,317	1	5 0 5	0 0	50	50	50	Gt. South and West Ext.	1,200,000	
Liverpool and Manchester.	32	1,209,000	497,750	1,785,000	64,885	141,352	5	0 0 10	0 0	100	214	100	Gt. Grimsby and Sheffield.	600,000	
Llanelli.	27	200,000	44,000	221,624	—	—	—	1	0 0 2	0 0	87	87	87	Harwich and E. coun. Jun.	160,000
London and Birmingham.	202	6,874,976	1,928,845	6,614,005	96,413	456,997	5	0 0 10	0 0	100	245	100	Huddersfield & M. r. l. & cl.	600,000	
London and Blackwall.	3	804,000	266,000	1,768,851	15,978	23,870	0	3 0 1	10 0	16	10	10	Kendal and Windermere.	125,000	
London and Brighton.	56	1,935,000	705,000	2,637,753	30,490	130,156	1	10 0	6 0	0 0	50	77	Leeds and Dewsbury.	400,000	
London and Croydon.	81	550,000	229,000	761,885	7,583	10,545	0	8 0 4	0 0	14	23	14	Leeds and Thirsk.	500,000	
London and Greenwich.	34	759,383	233,300	1,040,930	15,193	28,933	—	nihil.	13	11	13	11	Liv. Ormskirk and Preston.	600,000	
London and South Western.	92	2,222,100	630,100	2,604,405	89,439	190,631	2	0 0 10	0 0	41	82	41	London and Portsmouth.	1,750,000	
Manchester and Birmingham.	31	2,100,000	690,586	1,923,699	15,397	58,162	1	0 0 5	0 0	40	62	40	London and York.	5,000,000	
Manchester and Bolton.	10	778,100	197,730	773,743	8,585	21,140	2	2 0 4	10 0	93	169	93	Londonderry & Enniskillen.	500,000	
Manchester and Leeds and Hull.	87	2,937,500	1,943,932	3,921,593	46,653	156,761	—	87. & 107.	60	170	60	170	Lynn and Ely.	200,000	
Midland railway.	179	5,158,900	1,719,630	6,279,888	75,227	276,129	3	0 0 6	0 0	100	192	100	Manchester, Bury and Ross.	300,000	
Newcastle and Carlisle.	61	878,240	188,563	1,135,069	26,499	46,745	5	0 0 5	0 0	100	113	100	Manchester and Buxton.	250,000	
Newcastle and Darlington.	23	500,000	—	405,728	—	—	1	0 0 8	0 0	21	56	21	Mullingar and Athlone.	—	
Newcastle and North Shields.	7	150,000	153,876	309,629	8,943	18,466	—	6 9 0	50	69	69	69	Newcastle and Berwick.	700,000	
North Union.	39	739,201	308,306	1,028,593	24,788	37,794	2	10 0	6 5 0	100	176	100	Richmond & W. End Junc.	—	
Paris and Orleans.	82	1,600,000	400,000	1,978,415	—	—	0	16 0	8 0 0	20	45	20	Trent Valley.	900,000	
Paris and Rouen.	84	1,440,000	—	—	31,247	91,171	—	8 0 0	20 40	80	80	80	Trenton Extension.	64,000	
Preston and Wyre.	19	830,000	179,852	355,161	4,191	7,066	—	4 0 0	50	32	32	32	West London Extension.	64,000	
Sheffield and Manchester.	19	1,150,000	311,759	951,455	11,895	14,876	—	nihil.	87	135	87	87	West Yorkshire.	1,000,000	
South Eastern.	88	2,996,000	1,530,277	3,464,172	69,288	139,042	—	3 1 4	33	48	33	48	Whitehaven and Maryport.	100,000	
Taff Vale.	30	465,000	195,000	595,089	9,115	22,692	17 7	3 15 0	100	104	104	104	Paris and Lyons.	2,500,000	
Ulster.	25	519,150	20,000	348,626	5,401	13,856	0	15 0	5 1 8	32	52	32	Paris and Orleans.	1,600,000	
Yarmouth and Norwich.	20	187,500	62,500	230,036	5,186	10,081	0	0 5 0	0 0	20	29	29	Paris and Rouen.	1,400,000	
York and N. Mid. and Leeds and Selby	28	1,062,500	167,500	1,107,146	31,349	75,474	2	10 0 10	0 0	50	115	50	50	50	50

ENGLISH STEAM AND MISCELLANEOUS COMPANIES.												
Steam and Miscellaneous.												
NAME OF COMPANY.	Num. of shares.	Am't. of share paid.	Amount per ann.	Div. p.c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share paid.	Amount per ann.	Div. p.c. per ann.	Last price.
Anglo Mexican Mint.	10,000	10	10	15	15	15	Loughborough.	70	142	142	70	1140
Anti Dry Rot.	10,000	18	18	2	2	2	Monmouthshire.	2,409	100	100	10	160
Australian Trust Company	5,700	100	35	34	—	—	Melton Mowbray.	250	100	100	10	117
General Steam Navigation	20,000	15	14	10	27	27	Mersey and Irwell.	500	100	100	10	—
Gt. Western Steam Pa.	—	100	—	—	25	—	Macclesfield.	3,000	100	100	24	15
Metropolitan Wood Pav.	15,000	10	6	5	6	—	Neath.	247	100	100	17	365
Patent Elastic Pav.	10,000	1	1	5	14	—	Oxford.	1,786	100	100	30	505
Peninsular and Oriental.	11,493	50	50	7	64	65	Regents or Loncon.	21,418	33	33	24	25
Ditto.	3,200	50	40	7	—	—	Shropshire.	500	125	125	6	120
Polytechnic Institution.	—	—	6	—	—	—	Somerset coal.	800	150	150	74	123
Reversionary Int. Soc.	5,387	100	100	4	104	104	Stafford and Worcester.	700	140	140	25	480
R. Mail Steam Packet.	15,000	100	60	—	36	37	Shrewsbury.	500	125	125	12	230
South Western Steam.	4,000	25	5	—	—	—	Stourbridge.	300	145	145	14	360
Ship Owners' Towing.	3,000	10	7	10	15	—	Stroudwater.	200	150	150	19	—
Thames Tunnel.	4,000	50	50	—	—	—	Swansea.	533	100	100	15	240
University College.	1,500	100	100	—	—	—	Severn & Wye & Rail Av.	3,762	26	26	54	30
Canals.	—	—	—	—	—	—	Trent and Mersey.	2,600	50	50	65	495
Ashby de la Zouch.	1,432	113	av.	4	70	70	Thames and Medway.	8,149	19	19	—	10
Barnsley.	720	100	100	14	180	180	Warwick and Birmingham.	1,000	100	100	10	167
Birmingham, 1-16 share.	3,000	118	79	10	150	160	Warwick and Napton.	980	100	100	8	122
Do. and Liverpool Junction	4,000	160	100	—	13	13	Water Works.	—	—	—	—	—
Coventry.	500	100	100	20	365	365	Birmingham.	4,800	25	25	34	28
Cromford.	460	do.	do.	24	250	250	East London.	4,433	100	100	8	223
Derby.	600	do.	do.	9	105	105	Grand Junction.	5,500	av.	41 2-3	74	90
Erewash.	231	do.	do.	32	440	440	New River L. B. Ann.	1,500	—	—	—	—
Forth and Clyde.	1,297	400	40	4	440	440	Manchester and Salford.	6,486	av.	30	84	57
Grand Junction.	11,600	100	100	7	162	161	Vauxhall, Lt. S. London.	1,000	100	100	5	55
Grand Surrey.	1,500	do.	do.	—	20	—	West Middlesex.	8,294	av.</td			

AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.		Length in miles.	Cost.	1843.		1844.		The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.
				Income.	Expend.	Income.	Expen.	
N. Y.	1 Black river canal.	35	1,524,967	.....	10,953	24,618	14,443	The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which additional sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are \$2,000,000 and \$600,000, making their total cost when finished \$5,553,000 and \$2,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively.
"	2 Cayuga and Seneca	21	237,000	16,557	10,953	116,739	14,443	
"	3 Champlain canal.	64	1,251,664	102,308	.....	56,165	22,179	
"	4 Chemung.	23	684,600	8,140	14,486	14,385	12,740	
"	5 Chenango.	97	2,420,000	16,195	15,967	23,179	15,960	
"	6 Crooked lake.	8	156,777	461	3,674	1,498	3,951	
"	7 Erie—enlargement of.	363	12,648,852	1,880,316	.....	.....	.....
"	8 Genesee valley.	120	3,739,000	.....	.....	.....	.....
"	9 52 miles opened, cost \$1,500,000.	.....	.....	12,292	13,819	19,641	15,557	
"	10 Oneida lake.	6	50,000	235	2,239	621	1,636	
"	11 Oswego.	38	565,437	29,147	22,742	56,165	28,597	
Pa.	12 Beaver division canal.	25	.....	.....	.....	7,381	5,386	
"	13 Delaware canal.	60	.....	.....	.....	109,278	22,870	
"	14 French creek.	45	.....	.....	.....	.....	.....
"	15 Seneca river towing path.	.....	69,276	.....	.....	381	.....
"	16 Columbia railroad.	82 $\frac{1}{2}$	4,204,969	.....	.....	443,336	205,067	
"	17 Eastern division.	36	.....	.....	.....	179,781	138,915	
"	18 Juniata canal.	93	.....	.....	.....	.....	.....
"	19 Portage railroad.	36 $\frac{1}{2}$	1,828,461	.....	.....	351,102	248,943	
"	20 Western division canal.	105	.....	.....	.....	.....	.....
"	21 North branch Susquehannah canal.	73	.....	.....	.....	101,949	57,633	
Ohio	22 West "	72	.....	.....	.....	.....	.....
"	23 Hocking canal.	56	975,130	4,757	.....	5,286	4,139	
"	24 Miami canal.	85	1,660,742	68,640	38,826	77,844	22,341	
"	25 Miami extension.	105	2,856,636	8,291	.....	12,723	14,741	
"	26 Miami northern division.	35	322,000	.....	unfin'd.	.....	.....
"	27 Muskingum.	91	1,627,318	23,167	.....	29,385	15,027	
"	28 Ohio.	334	4,600,000	322,754	123,398	343,711	113,210	
"	29 Wabash.	91	3,028,340	35,922	6,400	45,589	12,817	
"	30 Walhonding.	25	607,269	838	39,005	1,977	1,238	
"	31 Western road.	31	255,015	7,254	1,782	8,747	2,929	
Ind.	32 Sundry works.	.....	11,000,000	.....	.....	.....	.....	These 21 millions on sundry works yield no income whatever.
"	33 Maume canal.	.....	.....	.....	.....	.....	.....
Ill.	34 Sundry works.	.....	10,000,000	.....	.....	.....	.....	The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
Mich.	35 Central railroad.	110	1,842,308	149,987	75,960	211,170	89,420	
"	36 Southern railroad.	68	936,295	24,064	7,907	60,341	70,000	

CANALS.	Length in miles.	Cost.	1843. Gross.	Div. per cent.	1844. Gross.	Div. per cent.	Value of stock.	REMARKS.
Blackstone.	.....	.....	.....	.....	.....	.....	.....
Bald Eagle Navigation.	25	400,000	.....	.....	.....	.....	.....
Beaver and Sandy, (part).	.....	1,000,000	.....	.....	.....	.....	.....
Charleston, (S. C.).	.....	.....	.....	.....	.....	.....	.....
Chesapeake and Ohio.	184	12,370,470	47,637	.....	.....	.....	.....
Conestota.	12	300,000	.....	.....	.....	.....	.....
Delaware and Chesapeake.	13	.....	.....	.....	.....	.....	26	
Schuykill.	108	3,500,000	279,795	102,221	190,693	120,624	31	
Farmington.	.....	.....	.....	.....	.....	.....	.....
James river and Kenhawa.	.....	.....	.....	.....	.....	.....	.....
Middlesex.	.....	.....	.....	.....	.....	.....	.....
Port Deposit.	10	200,000	.....	.....	.....	.....	.....
Delaware and Raritan.	43	2,900,000	99,623	53,327	131,41	84,455	.....
Southwark.	.....	300,000	.....	.....	.....	.....	.....
Tide Water.	45	2,900,000	.....	.....	.....	.....	.....
Union.	80	2,000,000	.....	.....	.....	.....	26 $\frac{1}{2}$	
Morris.	101	1,000,000	.....	.....	.....	.....	.....
Dismal Swamp.	.....	.....	.....	.....	.....	.....	.....

CANADIAN CANALS.	Length in miles.	No. of locks.	Lockage in feet.	Size of locks. Width.	Depth on bottom.	Width of canal. Bottom.	Estimate.	Expended to Sept. 1843.	Incomes.
				feet.	feet.	feet.	feet.	1843.	1844.
The Welland canal.	.....	.....	.....	.....	.....	.....	3,948,572	2,485,572	64,658
Main trunk from Port Colborne to Port Dalhousie	28	31	328	150	26 1-2	8 1-2	45	81	.....
Junction branch to Dunville	21	1	6	150	26 1-2	8 1-2	35	71	.....
Broad creek branch to Port Maitland	1 1-2	1	6	200	45	9	45	85	.....
The St. Lawrence canal.	.....	.....	.....	.....	.....	.....	.....	.....
Galops and Port Cardinal.	2	2	7	200	45	9	50	90	.....
Rapid Plat.	4	2	11 1-2	200	45	9	50	90	672,498 973
Farren's point.	3-4	1	3 1-2	200	45	9	50	90	.....
Cornwall, passing the Long Sault rapids.	11 1-2	7	48	200	55	9	100	150	865,372 1,665,663
Beauharnois, do. Coteau, Cedars and Cascades road.	11 1-4	9	82 1-2	200	45	9	80	120	1,190,087 275,426
Lachine, do. Lachine rapids.	8 1-2	5	44 1-2	200	45	9	80	120	old canal. 400,000 29,288
Elargement of do.	.....	.....	.....	.....	.....	.....	1,001,333	64,439	.....
Total from lake Erie to the sea.	12	57	525	.....	.....	.....	.....	.....
Chamby.	66	9	74 1	120	24	6	36	60	1,409

COAL COMPANIES.	Length in miles.	R. rd., Canals.	Cost.	1843. Income. Gross.	Div. per cent.	1844. Income. Gross.	Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.	Gross.	Nett.		
Delaware and Hudson.	16	108	2,800,000	930,203	196,702	10	.....	130	.....
Lehigh.	20	72	6,000,000	.....	.....	.....	31	.....	.....

NAMES OF RAILROADS.	Length in miles.	Cost.	Loans and debts.	Number of shares.	AMERICAN RAILROADS.			Div. per cent.	1844.	Div. per cent.	1845.	Div. per cent.	
					Paid on share	1843. Gross.	Income. Nett.						
Maine.	1 Portland, Saco and Portsmouth.	50	1,200,000	.....	.....	89,997	47,166	7	131,404	62,172	6	.....
N. Ham.	2 Concord.	35	750,000	.....	.....	178,745	68,499	6	233,101	86,401	6½	.....
Mass.	3 Boston and Maine.	56	1,485,461	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	4 Boston and Maine extension.	17½	455,703	unfin.	.....	277,315	144,000	8	316,909	147,615	8	.....
....	5 Boston and Lowell.	26	1,863,746	18,600	100	233,388	110,823	6	282,701	156,109	6
....	6 Boston and Providence.	41	1,886,135	none.	18,600	100	40,141	162,000	6	428,437	195,163	7½
....	7 Boston and Worcester.	44	2,914,078	.....	.....	.....	17,500	7	17,737	.....	.....	.....
....	8 Berkshire.	21	250,000	not stated	.....	.....	.....	13	34,654	13,971	5½	.....
....	9 Charlesstown branch.	280,260	.....	.....	.....	279,563	140,595	6	337,238	227,920	8	.....
....	10 Eastern.	54	2,388,631	.....	.....	.....	.....	.....	42,759	26,835	.....	.....
....	11 Fitchburg.	50	1,150,000	just open'd.	84,079	8	94,588	34,944	10
....	12 Nashua and Lowell.	14½	380,000	.....	.....	50,671	24,000	6	64,998	24,000	6	.....
....	13 New Bedford and Taunton.	20	430,962	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	14 Northampton and Springfield.	172,883	unfin.	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	15 Norwich and Worcester.	66	2,290,000	900,000	16,535	100	162,336	24,871	230,674	99,464	3
....	16 Old Colony.	87,820	unfin.	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	17 Stoughton branch.	4	63,075	unfin.	20,000	8	96,687	20,000	8
....	18 Taunton branch.	11	250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	19 Vermont and Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	20 West Stockbridge.	3	41,516	200	.....	100	.....	.....	.....	.....	4	.....
....	21 Western, (117 miles in Mass.,).	156	7,686,202	4,686,202	30,000	573,882	284,432	753,753	439,679	3
....	22 Worcester branch to Milbury.	8	431	506	.....	.....	.....	.....	.....	.....	.....	.....
....	23 Housatonic, (10 months.)	74	1,244,123	.....	.....	.....	.....	.....	150,000	.....	.....	.....
Conn.	24 Hartford and New Haven.	38	1,100,000	100,000	10,000	100	.....	.....	.....	.....	6	.....
....	25 Hartford and Springfield.	25½	600,000	400,000	2,000	100	.....	.....	.....	.....	.....	.....
....	26 Stonington, (year ending 1st Sept.,).	48	2,600,000	650,000	13,000	100	113,889	.....	154,724	79,845	.....	.....
N. York.	27 Attica and Buffalo.	31	336,211	.....	.....	.....	45,896	7,522	73,248	48,033	.....	.....
....	28 Auburn and Rochester.	78	1,796,342	200,000	14,000	100	189,693	112,000	237,667	152,007	6	.....
....	29 Auburn and Syracuse.	26	766,657	.....	133	86,291	27,334	96,738	52,544	6	.....	.....
....	30 Buffalo and Niagara.	22	200,000	.....	1,500	.....	.....	.....	.....	.....	.....	.....
....	31 Erie, (446 miles,).	5,000,000	.....	.....	.....	.....	48,000	.....	126,020	59,075	.....	.....
....	32 Erie, opened.	53	.....	.....	.....	.....	.....	.....	140,685	62,399	.....	.....
....	33 Harlem.	26	2,250,000	750,000	30,000	.....	50	.....	35,029	1,789	.....	.....
....	34 Hudson and Berkshire.	31	575,613	.....	.....	.....	.....	.....	153,456	58,996	.....	.....
....	35 Long Island.	96	1,610,221	392,340	29,846	.....	.....	.....	79,804	45,763	.....	.....
....	36 Mohawk and Hudson.	17	1,317,893	400,000	10,000	100	69,948	58,780	.....	34,666	8,455	.....
....	37 Saratoga and Schenectady.	22	303,658	.....	.....	.....	42,242	3,000	1	32,646	6,365	.....
....	38 Schenectady and Troy.	20½	640,800	.....	.....	.....	28,043	.....	192,061	120,992	8	.....
....	39 Syracuse and Utica.	53	1,115,897	none.	16,000	62½	163,701	72,000	114,177	75,865	5
....	40 Tonawanda.	43	727,332	.....	.....	.....	76,227	.....	.....	.....	.....	.....
....	41 Troy and Greenbush.	6	180,000	.....	.....	.....	.....	.....	38,502	9,971	2½	.....
....	42 Troy and Saratoga.	25	475,801	44,325	21,000	331,932	199,094	8
....	43 Utica and Schenectady.	78	2,168,165	none.	20,000	100	277,164	180,000	9	682,832	383,880	784,191
N. Jersey.	44 Camden and Amboy.	61	3,200,000	682,832	383,880	404,956
....	45 Elizabethtown and Somerville.	26	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	46 New Jersey.	34	2,000,000	.....	.....	.....	.....	.....	.....	.....	6	.....
....	47 Paterson.	16	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penn.	48 Beaver Meadow.	26	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	49 Cumberland Valley.	46	1,250,000	.....	.....	.....	.....	.....	.....	77,538	9,988	.....
....	50 Harrisburg and Lancaster.	36	860,000	645,929	.....	.....	.....	.....	.....	.....	.....	.....
....	51 Hazleton branch.	10	120,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	52 Little Schuylkill.	29	900,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	53 Blosburg and Corning.	40	600,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	54 Mauch Chunk.	9	100,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	55 Buck Mountain.	4	72,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	56 Minehill and Schuylkill Haven.	19½	396,117	25,000	7,019	50	.....	12	.....	.....	12	.....
....	57 Norristown.	20	800,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	58 Philadelphia and Trenton.	30	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	59 Pottsville and Danville.	29½	1,500,000	.....	.....	.....	43,043	200,000	.....	210,000	.....	.....
....	60 Reading.	94	9,457,570	7,447,570	40,200	50	.....	597,613	343,511	.....	.....	.....
....	61 Schuylkill valley.	10	1,000,000	.....	.....	.....	20,000	.....	.....	.....	.....	.....
....	62 Williamsport and Elmira.	25	400,000	.....	.....	.....	248,026	158,207	.....	185,243	85,688	.....
....	63 Philadelphia and Baltimore.	93	4,400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaw're.	64 Frenchtown.	16	600,000	.....	.....	.....	.....	.....	122,871	72,898	6	.....
Mary'l'd.	65 Baltimore and Ohio, (1st Oct.).	188	7,742,410	1,153,709	575,235	279,402	658,620	346,946	738,603	374,762	3
....	66 Baltimore and Washington.	38	1,800,000	177,227	71,691	212,129	104,529	208,813	95,094	6
....	67 Baltimore and Susquehanna.	58	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	68 Wrightsville, York and Gettysburg.	12½	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Virginia.	69 Greensville and Roanoke.	18	284,433	37,544	2,000	100	.....	25,368	6,074	3	.....	.....
....	70 Petersburg.	63	969,880	63,000	7,690	100	.....	.....	.....	.....	5	.....
....	71 Portsmouth and Roanoke.	78½	1,454,171	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	72 Richmond, Fredericks'b'g and Potomac.	76	800,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	73 Richmond and Petersburg.	22½	700,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	74 Winchester and Potomac.	32	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Car.	75 Raleigh and Gaston.	84½	1,360,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	76 Wilmington and Raleigh.	161	1,800,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. Car.	77 South Carolina.	136	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	78 Columbia.	66	5,671,452	.....	34,410	75	201,464	77,456	532,871	140,196	.....	.....
Georgia.	79 Central.	190½	3,000,000	500,000	22,500	100	227,532	93,190	328,425	180,704	.....	.....
....	80 Georgia.	147½	2,650,000	.....	.....	.....	248,026	158,207	248,096	147,523	.....	.....
....	81 Montgomery and West Point.	89	500,000	170,000	.....	100	.....	.....	35,000	15,000	.....	.....
Kent'ky.	82 Lexington and Ohio.	40	450,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio.	83 Little Miami.	40	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	84 Mad river.	40	152,000	.....	.....	.....	.....	.....	.....	.....	24,984	3,280
Indiana.	85 Madison and Indianapolis.	56	212,000	50,000	.....	.....	22,110	8,639	8	39,031	10,065	9½
Canada.	86 Champlain and St. Lawrence.	15	.....	.....	.....	.....	12,000	58,000	58,000	24,000	.....	.....

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, December 4, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 20,828 07 tons, and by canal 9,904 02, making 30,732 09 tons for the week.

BY RAILROAD.

From Pottsville and Port Carbon—total.....	377,801
From Schuylkill Haven—total.....	377,124
From Port Clinton—total.....	20,521

Total by railroad..... 775,447

BY CANAL.

From Pottsville and Port Carbon—total.....	162,079
From Schuylkill Haven—total tons.....	46,445
From Port Clinton.....	51,136

Total by canal..... 259,660

Total by railroad and canal..... 1,035,107

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines, -	181,639
Room run do, -	72,213—253,852
Beaver Meadow railroad and coal co.,	75,130
From Penn Haven—Hazleton coal co.,	68,836
From Rock Port—Buck Mountain coal co.,	23,269

421,087

WYOMING COAL TRADE—total 182,745

PINE GROVE COAL TRADE—total 44,736

MINEHILL AND SCHUYLKILL HAVEN RAILROAD—total tons..... 423,440

MOUNT CARBON RAILROAD—total tons..... 247,052

MILL CREEK RAILROAD—total 89,834

SCHUYLKILL VALLEY RAILROAD—total 118,969

[Miners' Journal.]

WESTERN RAILROAD.—Receipts for week ending November 22.

1845.	1844.
Passengers.....	\$5,437
Freight, etc	13,432
Total	\$18,869
Net gain this week.....	2,834
Net gain previously since Jan. '45.....	51,277

Total gain..... 54,111

Transactions of the Reading railroad for the month of October for three years:

1843.	1844.	1845.
Business \$58,160 34	\$66,476 59	\$131,879 64
Coal tons 37,261	55,525	92,415

Erie Railroad.—The following gentlemen were chosen, on Saturday, directors of this great enterprise, with perfect unanimity, by 19,924 ballots:

Benjamin Loder, Stephen Whitney, Silas Brown, Henry Sheldon, Daniel L. Miller, Stewart C. Marsh, Jacob Little, Henry Suydam, Jr., W. E. Dodge, Shepherd Knapp, Samuel Marsh, Robert L. Crooke, A. S. Diven, Elmira, John Wood, Thomas Tileston, Cornelius Smith, Homer Ramsdell, Newburgh.

Springfield and Northampton Railway.—This road will be opened for travel some time in the present week.

Dividends.—The Delaware and Hudson canal company have declared a dividend of five per cent, payable on the 8th inst.

The Nashua and Lowell railroad corporation has declared a semi-annual dividend of five per cent, payable December 1st.

Notice to Railroad Contractors.

Proposals will be received at the office of the Pittsfield and North Adams Railroad Corporation in Pittsfield, Mass., until the 20th of December next,

1st. For the Graduation, Masonry and Bridging of 18½ miles of Roadway.

2d. For furnishing the Timber, Chairs and spikes and laying the Superstructure.

3d. For furnishing Materials and Building a heavy, substantial Post and Rail fence upon each side of the Roadway.

The approximate quantities are as follows, to wit: 600,000 cubic yards of Excavation and Embankment.

6,500 perches of Masonry.

500 feet of Bridging.

43,000 chestnut or white oak Cross-ties, 5 inch face

7 inches between faces and 7 feet long.

500,000 feet board measure, Hemlock sills 3 in. x 8 in. x 18 feet long.

150,000 feet board measure, Hemlock sills 3 in. x 8 in. x 6 and 12 feet long.

70,000 fence rails 12 feet long, either split from thrifty Chestnut of a size not less than 5 in. x 2 in. measured across the centre of the smallest end, or sawed from Spruce timber with square edges, 5 in. x 1½ in. or from Hemlock 5 in. x 2 in.

18,000 Chestnut fence posts, holed with 4 holes 7½ feet long and measure not less than 8 in. x 4 in. across the centre of the smallest end.

45 tons of Hook Head Railroad Spike.

90 tons of Cast Iron Chairs.

Plans, Profiles, Specifications etc., will be ready for examination on and after the 15th December.

FREDERICK HARBACH,

Resident Engineer.

Office of the Pittsfield and North Adams Railroad Corporation.

Pittsfield, Nov. 26th 1845.

3t 49

For the American Railroad Journal.

CLEVELAND, OHIO, {

November 25th, 1845.

SIR: In a late number of your valuable Journal, I perceive that you are asking for information about the movements of the Cleveland, Columbus and Cincinnati railroad company. This is the title of the company as originally chartered in 1836, but is somewhat of a misnomer at present. It was then designed that it should make a road from Cleveland through Columbus to Cincinnati, but action was so long delayed that other companies were subsequently organized, and now occupy that part of the line

between the two last mentioned cities. The Little Miami company has a road in full operation, extending from Cincinnati to Zenia, 65 miles, and from there to Columbus, 50 miles. Another company, called the "Columbus and Zenia," has surveyed and located a road that will be speedily put under contract. Our road, therefore, will only go to Columbus, but with the others a continuous line will be formed between the lake and river.

A company was organized this fall, under the charter referred to, by the selection of the following named persons as directors: Samuel Medary, William Neil, W. L. Sullivant and R. E. Neil, all of Columbus, and John M. Woolsey, Richard Hilliard, P. M. Weddell, Henry B. Payne and John W. Al-

len, all of Cleveland. They subsequently elected John W. Allen president, William Neil treasurer, and Albert G. Lawrence secretary.

The directors have now two separate companies of engineers surveying the country, and intend to keep them employed till all the information shall be acquired necessary to a judicious location. Whatever line may be taken, the expense for grading, the great source of expenditure on the eastern roads, will be trifling. It is believed that at present prices a substantial road with heavy iron can be made for \$12,000 per mile, including the right of way. The distance to Columbus will be about 140 miles, and to Cincinnati about 255 miles. If this line is made, as it should, and I think will be, the whole distance may be easily travelled in twelve hours, and with some of our fast boats on the lake, a gentleman may breakfast in Cincinnati one morning, and dine, if not breakfast, the next day in Buffalo, and may sleep the next night in your city.

That there will be a very great business in the transportation of passengers and property on this line, there can be no doubt. Of all the travellers at Cincinnati bound east, not more than one in nine hundred, as near as can be ascertained, comes to the lake at all, and yet the number is considerable.—From the central parts of the state very few do so. Nearly all the merchants and others below 100 miles from the lake cross the mountains, and if they go to New York, it is after having passed through Baltimore and Philadelphia, where they make many of their purchases, and as to others, compel your dealers oftentimes to sell at reduced rates under the threat of returning to the more southern cities to complete their stocks. Your merchants, therefore, have a deep interest in drawing all the travellers they can to the lake in the first place before their pockets are lightened elsewhere.

The country through which the road will pass is all good, and much of it of exceeding fertility, and its products are mainly, north of Columbus, of a character that must be carried to a market, that is, they are not cattle and hogs that can carry themselves. The road will probably be so distant both from the canal and the Mad river railroad, reaching the lake at Sandusky, as not to suffer or make them suffer unduly. At Cincinnati, the last mentioned road and ours will come into competition for the lake business, but the through business will be but a small part of what each will have to do. That there will be way business enough to support both I have little doubt.

The harbor of Cleveland is 60 miles nearer Buffalo than Sandusky, and is always accessible. Not a steamboat goes through lake Erie that does not stop at it. The Ohio canal and Ohio and Pennsylvania both terminate here and would without any railroads make it a place of considerable importance.

I think \$600,000 may be furnished in Ohio toward making our road, perhaps more. Will not New York and Boston feel a pecuniary interest sufficient to induce them to take the residue of the stock, or a part of it, and loan enough money to finish it on a pledge of the road? They had better invest their money in this road, than in some they have made, and in more that they talk of.

What is now the city of Cleveland, 15 years ago had 1000 people, Cincinnati 30,000, and the whole state 900,000. Now we have 12,000, Cincinnati 100,000, and the state 1,900,000, and we are yet in the gristle. A railroad between the two cities would go on paying increased dividends, till every rood of land in the broad basin of the Mississippi sustains its man. Very respectfully, etc.,

A DIRECTOR.

"STAND TOGETHER," says the editor of the Petersburg, Va. Republican. It is amusing to read the remarks of the Republican.—When he happens to agree with the dominant party of the legislature—as in political matters, the choice of "a speaker, a governor and a U. S. senator," all of which offices he "presumes will be filled by democrats," he relies upon *party*—but when he contemplates the possibility that a portion of his party will act upon their own judgment in matters of high import to Virginia, he seems to think it is time for "party men to forget and despise party trammels and names," and says:

"If there ever was a time for the man who truly and honestly loves his state and all her interests, to come up manfully and earnestly to the task of performing fearlessly his whole duty; if there ever was a time for the man of narrow prejudices and selfish propensities to make a noble sacrifice for the good and honor of his country, *this is the time!* This is no time for a halting, wavering, doubtful policy."

Now we see no more reason to "despise party trammels" at this time than at any other; they ought *always* to be "despised," and honest, independent, action should be as much sought in the election of a "speaker" a "governor" or a "U. S. senator," as in legislating on the subject of "canal, McAdamized and railroad improvements." In these matters, says the editor:

"Party names must be forgotten, and party animosities must be buried. Every man—be he whig or democrat—who loves this good "Old Dominion," not only for what she has been, but for what she is and for what he hopes she yet will be; every man who would not be willing to hear the cries of repudiation and distress and ruin ringing from the north to the south, and from the east to the west, must boldly come to the rescue, drive back every encroachment, resist every innovation; trample upon the petty feelings and unworthy designs of the partizan, and make one more vigorous, determined and tremendous effort for the sake of the prosperity and peace of this the mother of states and statesmen.—Yes! let all who are of this heart and this mind, "stand together," work together, fight together!"

We agree most cordially with the editor, that it is the duty of all to unite, stand, work and fight together, if need be, to make the "Old Dominion" what she ought to be and may be; but we imagine it will be a long while before that period arrives if they still "resist innovation" upon their time honored prejudices; "mother of states and statesmen" she may have been, but it has been her *ruin*; much better would it now be for her if she had given birth to *industry, enterprize and perseverance*, as they would have improved her soil, and developed her boundless mineral

and manufacturing resources, and have kept her at the *head* of the list of these United States, instead of putting her upon the "sliding scale" from which her "statesmen" will never lift her, though a little common sense, aided by judicious and liberal legislation, backed by a proper encouragement to and just appreciation of, those who are neither afraid nor ashamed to labor, would do it. Let her legislature charter a company to construct a railroad from Lynchburgh to the mouth of the Kenawha or Guyandotte, by the *most feasible route*, with the privilege of extending it to Richmond, when that part between the present termination of the canal and the Ohio shall be completed; and take *one-third* of the stock, when the other *two-thirds* shall have been taken by responsible parties; and then let the Baltimore and Ohio railroad company have the right of way to Parkersburg, thus accommodating her northwestern counties without cost to herself, and we should soon see industry encouraged, agriculture improved, mining and manufacturing extended and "*old Virginia*" would soon become as good as new.

Rival Lines of Railroad.

The Utica Gazette, of 24th Nov., has the following remarks in relation to a rival line of railroad between Schenectady and Utica. *Such is the natural consequence* of "high fares and low speed for passengers" on such a thoroughfare as that along the Mohawk valley. *Two dollars*, or at most \$2 50, with an average of *twenty-five miles an hour*, between Buffalo and Albany, would give much greater accommodation to the public and better returns, as we think, to the shareholders. We coincide fully with Mr. Hudson, the English railway king, and many equally good judges in our own country, that for railroad companies to "benefit the public, is to benefit themselves." "Promote your own interests, but carry with you the interest of all whom it affects." "Do good to yourselves, but take others along with you in your prosperity, instead of thriving at their expense." *This is the true policy for all to pursue*—and it is the only policy for the managers of railroads to pursue if they would be prosperous and carry with them the approbation of an enlightened community.

Thirteen miles an hour, on such a line, is not enough, and *four cents a mile* is too much—and these errors must be corrected, or the people will have another railroad; whereas, we think reduced rates of fare, and increased speed, in accordance with the "spirit of the age in which we live," would prevent a rival line. The editor of the Gazette says:

"Another Railroad to Schenectady.—Our readers have doubtless observed that notice has been given of an application to the next legislature for the incorporation of a company to construct a railroad from Schenectady to this city, on the south side of the Mohawk river. The notice is signed by many well known, influential, enterprising and wealthy citizens of this place and Troy. It is obvious that there is enough travel at the present time, on this route to afford two railroads handsome profits, and with the reduction of

price, which two will insure, the travel will soon be more than doubled. As a means of reducing the exorbitant charges demanded on the present railroad, this project is a matter of interest to every inhabitant of this section, not only as personal advantage to him in travelling, but as the means of continuing this as the great route of travel through the state, which the present high fares and the reduction on other routes have materially tended to transfer.

"We understand that it is contemplated to build the new road in the best manner, so that it will have the decided preference of travellers over the old one, and be also adapted for the transportation of freight, which the present one is not."

Rates of Fare—Comparative Statement.—The following comparative statement of rates of fare and speed on several different railroads would seem to warrant the complaints so frequently made against some of the railroad companies. A wide contrast here, between the charges on these roads—some of them must derive very large, or others very small profits. We shall refer again to this subject soon.

"The exorbitant rates of fare, time of running, and general management of the railroads between Rochester and Schenectady, says the Democrat, have become subjects of public complaint, the justice of which may be seen by a comparison, in those particulars, with several other roads on our main routes. The following statement and comparison is believed to be nearly accurate, and exhibits a contrast which would seem to justify the public dissatisfaction, and perhaps call for legislative or other redress:

	Miles.	Time.	Fare.
Long Island railroad	96	3 hrs.	50 cts.
Providence to Boston	40	1 1/2 "	1 00 "
Boston and Portland	115	5 "	3 00 "
Albany and Boston	205	12 "	5 00 "
Schenectady to			
Greenbush via Troy	28	1 "	50 "
Baltimore and Phil.	96	5 1/2 "	2 00 "
Roch. to Canandaigua	29	2 1/2 "	1 13 "
" Auburn	77	5 "	3 00 "
" Syracuse	100	7 "	4 00 "
" Utica	152	12 "	6 00 "
" Schenectady	228	18 "	9 00 "

These roads enjoy an entire monopoly—they are accumulating large surplus funds—and the public have a right to know why they run at half the speed, and charge double the fare of other roads."

Wilmington and Raleigh Railroad Co.

The following report is taken from the Wilmington Chronicle of the 19th ult. It is the only account of this road that has reached us in a long time—except in the shape of complaints of its management—and, though it is not as favorable as we could wish, yet we hope to hear that it is doing better. The "Old North State" must do more than she has yet undertaken, or she will be distanced in the race of improvement now about to be commenced.

The tenth annual meeting of the stockholders in the Wilmington and Raleigh railroad company was held in the town of Wilmington last week, beginning on Thursday. The attendance of stockholders was unusually full. That portion of the stock held by the state of North Carolina, was represented

by governor Graham, as *ex officio* chairman of the board of internal improvements. The other members of the board, Col. Calwallader Jones and Dr. F. J. Hill, were also present.

Dr. F. J. Hill, of Brunswick, was chosen chairman of the meeting, and Jas. Griswold, of Wayne, and Thomas Loring, of Wake, secretaries.

On the first day of the meeting, the president of the corporation, gov. Dudley, submitted on behalf of the directory a report of their operations and the affairs of the road for the year ending October 1st. The committee appointed at the previous annual meeting to examine the books and accounts of the company, consisting of Alexander McRae, James Griswold, and Wm. S. Baker, also made a report of a statistical character. They found everything correct.

From these reports we extract some particulars of general interest.

Liabilities of the company on the 1st of October, 1845, \$658,376 10, viz:

For bonds sold in England, bearing 5 per cent. interest.....	5222,666 67
To the literary fund of the state of N. Car. at 6 per cent. interest.....	85,000 00
For company's bonds endorsed by state of N. Car., bearing 6 per ct. in....	250,000 00
For bills payable, bearing 7 per ct. in.	30,000 00
" " " " 6 "	17,000 00
" " not bearing interest.	1,698 65
" Scrip bonds payable to contractors at 6 per cent.....	5,966 43
For bonds payable for loss by steamer N. Car., at 6 per cent. interest.....	91 27
For negro bonds due 1st Jan'y, 1843, at 6 per cent. interest.....	778 75
Do. due 1st January, 1845, at do....	3,294 00
Do. due 1st January, 1846, at do....	10,640 49
For balance due on pay rolls to 1st Oct. 1845.....	7,713 55
For balance of accounts due sundry individuals for materials, labor, etc., of which \$5,067 72 bears interest at 6 per cent.....	23,526 29
	\$658,376 10

Amount of receipts from railroad from all sources for the year ending 1st October, 1845.....	161,484 11
Expenditures of road for do. 121,805 55	
Profits of railroad.....	39,675 56
Amount of receipts from steamboats from all sources for the year ending 1st Oct, 1845.....	127,009 34
Expenditure of do. fardo. 90,285 65	
Profits of steamboats.....	36,723 69

Total amount of profits of railroad and boats.....	76,399 25
Reduction of the liabilities of the company since Oct. 1, 1844.....	31,632 03
Paid for interest accruing within the year ending Oct. 1, 1845.....	44,311 63
Paid for repairs of depot at Wilmington within same time.....	3,166 27
Cash in hands of treasurer, Oct. 1, 1845.....	3,449 81

Comparative monthly receipts and expenditures for the years 1841, 1842, 1843, 1844 and 1845.

Av. monthly.	Receipts.	Expenses.
Railroad, 1841....	13,552 34.....	1,0948 76
" 1842....	10,736 60.....	8,818 85
" 1843....	10,175 73.....	5,848 01
" 1844....	13,225 45.....	10,970 51
" 1845....	13,457 01.....	10,150 46
Steamb'ts, 1841....	11,216 69.....	9,213 85
" 1842....	8,496 71.....	7,925 93
" 1843....	8,672 02.....	6,499 17

" 1844.... 10,902 37..... 5,998 92
 " 1845.... 10,584 11..... 7,523 80
 The above table shows that the receipts on the road alone were greater during the year 1845 than either of the four preceding except 1841. In 1841 the fare through the line was \$20; it is now, and was during the whole of the year ending Oct. 1st, \$12; so that the exhibit proves an increase of travel and freight transportation on the road, mostly travel, of upwards of sixty per cent. over 1841.

Gov. Dudley was desirous (for reasons of a private nature,) of withdrawing from the presidency of the company, and tendered his resignation of the same. He was prevailed upon however to serve another year, and was re-elected. P. K. Dickinson, Samuel Potter, John Hill, James T. Miller, O. G. Parsley and Gilbert Potter, all of Wilmington, were chosen directors on the part of the stockholders, and James S. Battle, of Edgecombe, James Griswold, of Wayne, Edward P. Hall, and A. J. De Rosset, Jr., of Wilmington, were by Gov. Graham appointed directors on the part of the State.

Central, Georgia Railroad, Extension.

We find, in the Macon Messenger of Nov. 6th, the proceedings of a meeting of the shareholders of this company in relation to its extension to Columbus. The report of the president speaks of two routes having been examined, one from Macon, at or near the present termination of the road, and the other from Barnesville, on the Monroe railroad, about 40 miles beyond Macon; but the preference is given to the former, though it will require the construction of a greater length of road, by about 25 miles, yet the distance by the latter will be about 15 miles greater.

The president said:

" That this board, in the month of May last, instructed the engineer of this company, Mr. Reynolds, to make such an examination of the country between Macon and Columbus, as would enable the board to determine by what route the Chattahoochee river could be reached, by a railroad, from the Ocmulgee, at the lowest cost. The board did not feel authorized, or consider it necessary, to go to any considerable expense in making this examination, if a mere reconnoissance of the country would enable them to form a proper judgement."

Our object being to lay before our readers the information furnished by the engineer in relation to, rather than the reasoning of the directors for, their choice between the routes, we give the report of the engineer only, yet the opinions expressed in the following paragraph taken from the president's report, accord so entirely with our own that we give them a place in the Journal in the hope that they may have influence with those who think or act otherwise. It is contemplated that this extension which ever route may be adopted, will form a part of the line from Savannah to

Mr. Cuyler, the president, says, that:

" If the connection be directly with the Central railroad at or near its depot in Macon, the increase of business on the Central road from points above Macon, carried on without the cost of transferring loads from one set of cars to another, will enable its directors, and make it their interest, to place freights at a point much lower than could possibly be done on a line which would terminate at the Monroe depot, and begin again at the Central depot; and such reduction would necessarily be not only on goods brought from points beyond Macon, but also from Macon and along the entire line of road. The unloading and loading of cars and drayage of loads for a mile, is a matter of heavy expense imposed on goods and produce, highly injurious to the people at large, and generally, not subserving any interest, unless it be the interest of dray owners who haul for hire. That interest is comparatively small, and even without a railroad connection, could, it is obvious, be destroyed, if railroad companies, which connect alone be such a portage, should determine to take it into their own hands. Portage between the termini of railroads tends to increase the charge to travellers and freighters, and more money is lost by the people of a town who travel and transact its commercial business, where a porterage is insisted on, than can be gained by the inhabitants, of whatever occupation, by keeping it up."

The annexed report of Mr. Reynolds enables us to form an idea of the country through which he passed. This extension is of much importance to the Central road—and we can appreciate the motives of the company in selecting the lower route for a connection with Alabama. They thereby command the business of the finest cotton region of the state, and what is of importance, avoid connection with another road, or keep the entire management in their own hands.

ENGINEER'S OFFICE, C. R. R. }

Savannah, Oct. 15, 1845. }

R. R. Cuyler, Esq., President:

SIR: By your direction I made a reconnoisse of the country between the cities of Macon and Columbus, in May last, with a view of ascertaining whether a favorable line for a railroad existed between those two cities. As this examination was made rather cursorily, I cannot speak definately as to the distance, cost, or exact location of a railroad route between these points, but I can say, with confidence, that a favorable line may be established, and I have no doubt the distance will fall short of one hundred miles; my observations led me to believe that the following would be the most practicable route, viz:

Leaving the city of Macon in a southwest direction, crossing Tobasafkee creek; thence across Ichetocco creek, following the valley of that creek a short distance we reach one of its branches, called, Deep creek, and pursuing the valley of this creek we reach the summit between the Ichetocco and Flint river. We then descend to the valley of the Flint by a small stream, called Beaver creek,

and cross the river near the mouth of Patchelaggee creek, about 10 miles below the "Old Agency." We then take the valley of the Patchelaggee and ascend to the summit between Flint and Chattahoochee rivers; here the branches of the Patchelaggee interlock with those of the Upotow, which empties into the Chattahoochee a few miles below Columbus. We therefore follow the valley of this creek until we gain the valley of the Chattahoochee, and then take the low grounds up to the city.

That portion of the route between the city of Macon and the Flint river will afford a very favorable line, with a wide choice of ground; and for a considerable distance beyond the Flint, a good location may be made.

From the summit to the Chattahoochee—some 20 miles—the country is hilly and broken, and will require a careful instrumental examination to select a good line. The topography of this section much resembles that over which the Central road passes between the Oconee and Ocmulgee rivers, and I imagine the difficulties of constructing a road would not be greater.

There is a great abundance of pine timber of the best quality throughout the whole distance; and as the lands are for the most part of little value for cultivation I have no doubt the right of way could be obtained on favorable terms. It has been suggested to me that a route might be found, lower down the country, which would not be less favorable, and would come nearer the rich cotton lands of the lower counties. I cannot give an opinion on this point, but think it worthy of a careful examination.

I do not like to hazard an estimate of the cost of the proposed work, without further data. This would of course depend much upon the character of the road structure and kind of rail adopted, and the state of the iron market at the time.

I do not think, however, that I hazard much in assuming that one million of dollars would build the road with a "bridge rail" similar to that in use on the Georgia and State road, which I consider the best pattern for a rail of that weight (say 40 lbs. to the yard.) With a rail of this kind, and a strong superstructure, the distance between Macon and Columbus could, if desirable, be run in 4 hours with passenger trains—in 5, with perfect ease.

On my return from Columbus, I passed over the country between that city and Barnesville; I had very little opportunity of examination, as I passed over the stage road.—I am, however, well satisfied that the topography is not so favorable for the construction of a railroad as that between Macon and Columbus.

There is a portion of the distance, viz: between Thomaston and Barnesville that would afford a very favorable location, at a moderate cost; but for the remainder of the distance, much heavy work would be unavoidable in grading, with probably a very crooked line.

The distance would be about 20 miles less than the route direct from Macon, but I im-

agine the cost of the road would not be much, if any less. I am very respectfully, your obedient servant,

L. O. REYNOLDS, *Engineer.*

The report was received by the meeting.

It was then *Resolved*, That the subject matter of the report of the president and directors be referred back to the board of directors, with a request that they will take such further action, in relation to procuring the proper amendments to the charter, or effecting the objects contemplated, as they may think best.

The meeting then adjourned.

Joseph Day, *Chairman*, Charles Cotton, *Secretary.*

Railroad Meeting at Elmira.

The annexed proceedings of a meeting held at Elmira, N. Y., on the 13th November, refer so directly to a subject in which we take a deep interest, and to which we have devoted some attention, to wit: the opening of an easy communication between the interior of this state and *Harrisburg* and *Baltimore*, as well as Williamsport and Philadelphia, that we "take the responsibility" of publishing them, though not exactly included in the list of those formally called upon to do so—possibly from the fact that the Journal has too recently engaged in the cause to be known so far from home. The object in view is so eminently deserving of early attention that we cannot omit the opportunity of saying a good word in favor of it; and as our hand is in, we desire to say, that the spirit manifested by the people of these two great states at this time in favor of the connection of their public works is truly commendable and deserving of imitation in other states. The more connections the better—remove, not impose, restrictions upon a free intercourse in any and every direction. Open the lines for travel, and then leave people to choose their own route, and thus encourage them, not attempt to compel them, to patronize you.

"At a meeting of the citizens of Elmira and its vicinity, held at the Eagle tavern, on the 13th Nov., 1845, pursuant to public notice, to take measures to further and secure the speedy construction of the Elmira and Williamsport railroad, with a view to a continuous connection by railroad, by the way of the west branch, between the New York and Erie railroad and the city of Philadelphia.

"Simeon Benjamin was called to the chair, and W. Maxwell appointed secretary.

"The object of the meeting having been briefly stated, it was

"Resolved, That a committee of five be appointed to draft resolutions, expressive of the sense of the meeting, whereupon Judge Dunn, Judge Rood, Sheriff Judson, Dr. Hart and Dr. Hepburn, were appointed such committee.

"The committee reported the following preamble and resolutions, which were unanimously adopted:

"Whereas, public attention has recently

been called to the importance of a speedy connection between the internal improvements of the state of Pennsylvania and the railroads and canals of New York, and large public meetings have been held at Williamsport and other places to promote the important object.

"And, Whereas, various routes for a railroad from some points in this state to Williamsport in Pennsylvania have been proposed and considered in the meetings above referred to. Therefore,

"Resolved, That we are in favor of the proposed connection at such point, and upon such route as will best subserve the public interest; and that the route from the head of the Seneca lake, through the village of Elmira to the present termination of the Williamsport and Elmira railroad, at Ralston, is the most practicable route, will be attended with the least expense, and be the most important to the public welfare.

"Resolved, That the present is a favorable time to urge the speedy completion of the Williamsport and Elmira railroad—that in the judgment of this meeting no work of public improvement of the same magnitude has been proposed, which promises greater public benefit, or a richer return for the investment of capital.

"Resolved, That this meeting recommend a general convention of the citizens of Chemung, Tioga, Tompkins, Yates, Seneca and Ontario, in this state, and of the counties of Bradford, Lycoming, Columbia, Northumberland and other counties in Pennsylvania, and the city of Philadelphia, to be held at Elmira on the first Wednesday in December next, at 10 o'clock A.M., of that day, to adopt efficient measures to insure the speedy accomplishment of the connection.

"Resolved, That a committee of three be appointed to take the necessary steps to obtain from the legislature of this state, an act renewing and extending the charter of the Elmira and Williamsport railroad company, whereupon Hiram Gray, James Dunn and Alexander S. Diven, were appointed such committee.

On motion, *Resolved*, That a committee of correspondence, consisting of five persons, be appointed, whereupon Dr. James Hepburn, A. S. Diven, William Maxwell, Samuel B. Strang and Isaac Baldwin, were appointed such committee.

S. BENJAMIN, *Chairman.*
W. MAXWELL, *Secretary.*

Railroad Meeting at Albion.

A large and respectable meeting was recently held at Albion, Orleans county, New York, for the purpose of taking into consideration the propriety of extending the railroad from Lockport to Rochester, and thus opening the most direct line from Boston and Albany, in connection with the contemplated railroad in Canada West, from the Niagara river, to Windsor, near Detroit. The following officers were appointed, viz:

"President—Hon. Alexis Ward, of Albion.
"Vice Presidents—Hon. T. J. Paterson,

of Rochester; Wm. Parmelee, Esq., of Lockport; Wm. S. Fenn, Esq., of Middleport; Dr. D. Carpenter, of Brockport.

"Secretaries—Sandford E. Church, of Albion; Botsford Fairman, of Medina.

"Dr. L. C. Paine, of Albion, briefly stated the objects of the convention and the measures proposed to be adopted to carry these objects into effect.

"N. Davis, Jr., Esq., from the committee on resolutions, reported the following among others:

"Whereas, the Lockport and Niagara falls railroad company have been authorized by law to extend their road from Lockport to Rochester, and whereas the company have resolved that such extension shall be made by the direct route between those two points leading through Orleans county,

"Therefore, Resolved, That it is the sense of this meeting that the best interests of the company and of the several villages on the line of the canal as well as of the adjoining country, demand that the canal route should be adopted as the location of the road."

We omit most of the proceedings, but cannot omit the following, as it is the spirit of the people in every part of the country. The people have "resolved that we will not consent that our neighbors should travel forty miles an hour, and we in a line boat," nor that our wheat, from lack of facilities, should reach the market behind that of Michigan and Ohio."

That is the spirit to which we alluded, when we said that the completion of the Baltimore and Ohio railroad to Parkersburg, would insure the construction of their main line from Guyandotte to Richmond. "We will not consent for others to travel 40 miles an hour, and we in a line boat." That is the spirit which is to build many a railroad in this country.

A convention was also held at Gaines, composed of delegates from the several towns and villages along the line of the *Ridge road*, from Lockport to the city of Rochester, inclusive, on the 6th day of November, 1845, pursuant to notice, and in accordance with a call from a committee appointed at a former meeting, the Hon. Alfred Babcock was appointed president, and Gen. Abner Hubbard, of Murray, and Wm. W. Ruggles, Esq., of Gaines, secretaries.

The object of the convention being stated by W. W. Ruggles, which was to adopt such measures as might be deemed expedient for prosecuting the construction of the railroad from Niagara falls to Rochester, and some appropriate remarks being made by him, he closed by introducing to the convention C. B. Stuart, Esq., of Rochester, the engineer of the company, who addressed the convention in a very able and lucid manner; showing the importance of the road, by connecting the Great Western railway, through Canada

West, from the Niagara river to Detroit river, with the Auburn and Rochester railroad at Rochester; thus perfecting the last important link, on a direct line, to the great chain of railways from the Atlantic, at Boston, to lake Michigan. He also presented, in an impressive and convincing manner, the superiority of railroads over every other mode of travel or of transportation.

The convention was addressed by Hon. H. Gardiner, of Lockport; Hon. A. Ward, of Albion; and Hon. L. Clark, of Lockport. Mr. Clark, in a masterly manner, addressed the farming interest, which was largely represented by a numerous attendance of the landholders along the line of the Ridge road, who will respond in a spirit of liberality to his appeal."

Here are rival lines. This is one of the difficulties which will often interfere with the progress of meritorious works. The "Ridge road" formerly had several flourishing villages at intervals, some of which, and perhaps most of them, were depopulated by the location of the canal a short distance south, upon which new villages sprung up. A railroad along the "Ridge" would in some measure restore the old villages. Hence the rivalry. Both are so feasible, that the question may turn upon the superior influence of the canal route—it being the custom of the day to give unto those who have an abundance, and withhold from those who have not. The gentlemen of the "Ridge" must therefore be moving if they also do not intend to go on "a line boat."

Railroad Meetings.

The following notice of the proceedings of a meeting held at Niagara Falls is taken from the Lockport "Democrat." It is a movement in the right spot. Let them persevere.

At a public meeting held pursuant to notice, at the Cataract House, in the village of Niagara Falls, on the evening of the 10th instant, Hon. Augustus Porter was called to the chair, and H. W. Clark appointed secretary.

After some appropriate remarks, Maj. C. B. Stuart moved that a committee of five be appointed to draft resolutions for the consideration of the meeting.

The chair appointed the following gentlemen: S. De Veaux, G. W. Holley, P. Whitney, A. H. Porter, and E. P. Graves.

Judge De Veaux from the committee on resolutions, reported the following, which were unanimously adopted:

Resolved, That we view with deep interest the efforts now making to forward three of the greatest enterprises in the way of public improvement that have as yet been entered upon in this country—the formation of a railroad from Rochester to Lockport, which will complete the railroad communication from the Genesee river to the falls of Niagara—in connection with this railroad, a railroad and carriage bridge across the Niagara river, and from thence through Canada, a railroad to the Detroit river.

Resolved, That in the opinion of this mee-

ting, the stock of the railroad to Rochester must prove a profitable investment, that the pleasure travel during the summer season to the falls of Niagara constitutes the very best portions of the business of the railroads west of Albany; and the railroad from Rochester to this place cannot fail of securing a large share of that business. People when visiting the falls will go no round-about way to them, if there is a direct route.

Resolved, That, should the great Western railroad from Detroit through Canada, terminate at the falls of Niagara, it will evidently subserve a greater number of interests, as well as afford a larger accommodation to the public than any other terminus that has been spoken of. 1st. the traveller will secure a view of the attractive scenery of this country—when at the falls, he will be at a point from whence various routes diverge. The Queenston railroad will take him to Queenston, and to the steamboats upon lake Ontario, to Chippeway, and from thence the steamboats to Buffalo—or crossing the Niagara, he will have his choice by railroad to Buffalo, and on eastward—by railroad to Lewiston and thence by steamboat, or direct through Lockport by railroad, to the city of Rochester.

Resolved, That the practicability of a bridge across the Niagara river at some point between old fort Schlosser and Lewiston landing, is not to be doubted: and if built will form an object of curiosity of not much less interest than the falls; an accommodation to the inhabitants and to travellers, and a source of profit to the owners.

Resolved, That we consider the location of a bridge across the Niagara river, a subject to be decided by those who build it, or the owners of the stock; and that it is inexpedient to distract the public mind with any question in reference to such location; but we will cordially unite with our fellow citizens on this side, and our neighbors in Canada, in endeavoring to obtain charters from the respective governments for a company to build such bridge.

Resolved, That we highly approve these proposed improvements, and will promote and encourage them, and recommend them to our fellow citizens as enterprizes truly worthy of their support and patronage.

The meeting was then ably and eloquently addressed by the Hon. Lot Clark, of Lockport, and G. W. Holley, Esq., of Niagara falls, showing conclusively the vast advantages that would accrue not only to the village of Niagara, but to the business and travelling public throughout the globe, should these improvements be carried to an immediate completion.

Upon motion, the chair appointed the following committee to confer with gentlemen in Canada relative to the bridge across the Niagara river:

G. W. Holley, Esq., S. De Veaux, Esq., Gen. Whitney, of Niagara Falls, Lot Clark, Esq., of Lockport, C. B. Stuart, Esq., of Rochester.

Upon motion adjourned.

Augustus Porter, Chairman; H. W. Clark, Secretary.

TRAVELLERS' RAILROAD AND STEAM NAVIGATION GUIDE, ON THE CONTINENT.

List of Railroads Now Open on the Continent, and the Fares.

The Fares are in the Coins of each Country, and reduced into English Currency: th. thalers and silbergros; g. guilders, kreutzers and cents; fr. francs and centimes.

FROM	MILES	DESTINATION.	FIRST CLASS.	SECOND CLASS.
Aix-la-Chapelle	43	Cologne	2 .. 6 0	1 15 4 6
Amsterdam	25	Utrecht	1 80 3 0	1 40 2 4
Amsterdam	..	Arnhem . . . . .	..	..
Antwerp	28	Brussels	3 25 2 7	2 50 2 0
Antwerp	150	Cologne	21 .. 16 10	16 .. 12 10
Antwerp	96	Lille . . . . .	..	..
Antwerp	107	Aix-la-Chapelle	13 50 10 10	10 50 8 5
Augsburg	39	Munich	3 .. 6 0	2 12 4 5
Basel	86	Strasburg	13 95 11 2	10 60 8 6
Berlin	200	Dresden . . . . .	..	..
Berlin	53	Frankfort on O. th.	2 10 7 0	1 15 4 6
Berlin	140	Leipzig	5 15 16 6	3 20 11 0
Berlin	128	Magdeburg	4 20 14 0	3 5 9 6
Berlin	18	Potsdam . . . . .	.. 20 2 0	.. 15 1 6
Berlin	90	Stettin . . . . .	..	..
Bonn	16	Cologne . . . . .	.. 15 1 6	.. 10 1 0
Breslau	53	Oppeln	2 16 7 8	1 18 4 10
Brunswick	44	Hanover . . . . .	.. 20 2 0	.. 18 1 10
Brussels	142	Cologne	20 50 16 5	15 50 12 5
Brussels	59	Valenciennes	6 .. 4 10	4 75 3 10
Budweis	64	Lintz	3 .. 5 0	2 .. 3 4
Carlsruhe	21	Baden	1 30 2 6	1 .. 1 8
Carlsruhe	48	Offenbourg	3 18 5 6	2 12 3 8
Dresden	60	Leipzig	2 8 6 10	1 8 3 10
Dresden	134	Magdeburg . . . . .	..	..
Dusseldorf	18	Elberfeld . . . . .	.. 25 2 6	.. 18 1 10
Frankfort O. M.	21	Mainz	2 6 3 6	1 27 2 5
Frankfort O. M.	26	Wiesbaden	2 42 4 6	1 48 3 0
Hague	47	Amsterdam	3 65 6 1	2 45 4 1
Hiedelberg	14	Mannheim . . . . .	.. 51 1 5	.. 30 0 10
Leipzig	33	Altenburg	1 12 4 3	.. 26 2 8
Mannheim	73	Baden	5 6 8 7	3 30 5 10
Mannheim	52	Carlsruhe	3 18 5 6	2 12 3 8
Mannheim	93	Kehl	6 45 11 3	4 30 7 6
Ostend	100	Offenbourg	6 33 10 11	4 24 7 4
Ostend	92	Antwerp	9 25 7 5	7 .. 5 7
Ostend	89	Brussels	9 25 7 5	7 .. 5 7
Ostend	169	Aix-la-Chapelle	19 50 15 7	15 25 12 2
Ostend	212	Cologne	27 .. 21 7	20 75 16 7
Paris	18	Corbeil	3 .. 2 5	2 40 1 11
Paris	75	Orleans	15 .. 12 0	12 60 10 1
Paris	84	Rouen	16 .. 12 10	13 .. 10 6
Paris	5	St. Cloud . . . . .	.. 80 0 8	.. 60 0 6
Paris	12	St. Germain	2 .. 1 7	1 50 1 3
Paris	12	Versailles	2 .. 1 7	1 50 1 3
Rouen	84	Paris	16 .. 12 10	13 .. 10 6
Vienna	40	Glognitz	3 29 6 8	2 30 5 0
Vienna	120	Gratz . . . . .	..	..
Vienna	132	Olmutz	11 12 23 5	7 .. 14 0

An Alphabetical list of the Distances, in English miles, of the Principal Towns from London, to which are added, those between some of the Continental Towns.

Abbeville	190	Frankfort O. M.	544	Moscow	1396
Aix-la-Chapelle	330	Friburg	739	Naples	1450
Amsterdam	248	Gand	177	Neurenburg, from	
Arnhem	270	Geneva	1080	Frankfort O. M.	126
Baden-Baden	650	Gratz, fm. Vienna	120	Neurenburg, f. Leipzig	159
Basel	780	Hague	212	Offenburg	698
Berlin	644	Havre, by Brighton	137	Prague, fm. Vienna	196
Berlin fm. Hamburg	175	" by Southampton	198	Prague, fm. Frank-	
Bern	830	Heidelberg	589	for O. M.	290
Bieberich	510	Kehl	684	Prague, fm. Dresden	94
Bonn	420	Leghorn	1240	Paris, by Brighton	241
Bordeaux, fm. Paris	346	Leipzig, fm. Frank-		Paris, by Southampton	340
Breslau, fm. Berlin	202	fort O. M.	210	Rome	1380
Breslau, fm. Dresden	154	Liege	300	Rouen, by Southampton	256
Brussels	250	Lyons, fm. Paris	290	Stuttgart	678
Carlsruhe	625	Mainz	517	Schaffhausen	790
Caub	485	Mannheim	571	St. Petersbg, f. Berlin	1060
Coblenz	458	Milan	942	Strasbourg, fm. Paris	285
Cologne	400	Milan, fm. Venice	200	Trieste, fm. Venice	319
Constance	820	Magdebrg f. Hambg.	157	Utrecht	230
Dijon, fm. Paris	318	Magdeburg f. Leipzig	74	Vienna, from Frank-	
Dresden, fm. Prague	94	Magdebrg, f. Dresden	134	fort O. M.	437
Dusseldorf	368	Marseilles, fm. Paris	500	Vienna fm. Trieste	319
Elberfeld	388	Munich, fm. Frank-		Venice, fm. Milan	200
Emmerich	300	fort, O. M.	214	Wiesbaden	520
Florence	1160	Munich, fm. Vienna	276	Zurich	830

The direct Fares from London are at the following reduced rates.

From LONDON.	Via ROTTERDAM.	Via ANTWERP & OSTEND and from COLOGNE.		Via OSTEND and from COLOGNE.	
		Out, or Single Journey.	Out, or Single Journey, Exclusive of Railroad Fares.	Chief cabin	Fore cabin
To the following places.	Chief cabin	Fore cabin	Chief cabin	Fore cabin	Chief cabin
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Dusseldorf	2 16 6	1 18 11	.....	.....	.....
Cologne	2 18 6	1 19 10	.....	.....	.....
Bonn	2 19 9	2 0 6	2 3 3	1 13 3	1 11 5
Neuweid	3 3 11	2 2 4	2 8 1	1 15 2	1 16 2
Coblence	3 4 11	2 2 10	2 9 0	1 15 6	1 17 0
Bingen	3 10 1	2 5 2	2 13 9	1 17 9	2 1 9
Bieberich	3 11 1	2 5 9	2 15 3	1 18 5	2 3 2
Wiesbaden	3 11 9	2 6 4	2 16 0	1 19 0	2 3 9
Mayence	3 11 4	2 5 10	2 15 5	1 18 6	2 3 5
Mannheim	3 15 6	2 8 8	2 19 6	2 1 4	2 7 6

Children under 10 years of age, half price; for dogs, half the price of fore cabin is charged; on carriages, and horses booked in London direct for the Rhine, a considerable reduction is also made.

Agents--General Steam Navigation Company.

Rotterdam, W. Smith, and Mr. P. A. Brussels, W. Middleton.

Van Es. Paris, F. Spiers.

Cologne, J. Simonis. Harve, P. Albrecht.

Aix-la-Chapelle, J. A. Mayer. Rouen, Company's Office.

Spa, Dommartin. Dieppe, D. L. Chapman.

Antwerp, C. Brequigny. Boulogne, W. Hughes, Dellatre.

Ostend, St. Amour. Calais, A. Spiers.

Gand, I. Van Aken. Hamburg, G. Delaval.

In the month of October the Housatonic road received \$15,637, an increase of 30 per cent. on that month of last year. The old debts are paying off, and its new rail is laying down, so that a portion will be in readiness for winter service, and a safe line of transit from New York to Albany via Western railroad.

increased trade will warrant. These branches of trade have assumed an importance which will warrant such a publication; and he feels confident, that with the proffered aid of several gentlemen and the statistics already in his possession, he will furnish the public with a work, which, if not one of the most interesting in its details, it will be of great value to those engaged and interested in these branches of business.

As soon as the Maps, etc. are prepared, and some idea can be formed of the probable expense of publishing the work, proposals will be issued for the same. All the tracts of Coal land will be designated on the Map of the Schuylkill Coal Region, which will accompany the work.

Pottsville, Nov. 13, 1845. BENJ. BANNAN.

NEW YORK AND ERIE RAILROAD Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required to be paid at the office of the company, No. 50 Wall street, on or before Wednesday, the 10th day of December next. By order of the board of Directors. NATHANIEL MARSH, Secretary.

New York November 5, 4845.
N. B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring, Esq. Cashier of the Powell Bank.

RAILROAD IRON.—THE "MONTOUR" Iron Company, Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO., Agents.

Corner of Cedar and Greenwich Sts. 4845
WESTERN AND ATLANTIC RAILROAD. The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of October, and to Coosa Depot, (formerly known as Borough's) on the 20th of November.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT. Chief Engineer.

NOTICE IS HEREBY GIVEN THAT the New York and Harlem Railroad Company intend to apply to the Legislature of the State of New York, at the ensuing session thereof, for an amendment to their charter, authorizing them to pledge their property and franchise for the purposes of extending their road from its present termination to the city of Albany, and for other purposes. Dated Nov. 20th.

BOSTON AND MAINE RAILROAD.

Upper Route. Boston to Portland via, Charlestown, Somerville, Malden, Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz.

Leave Boston for Portland at 7 $\frac{1}{2}$ a.m. and 2 $\frac{1}{2}$ p.m. Leave Boston for Great Falls at 7 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$ p.m. and 3 $\frac{1}{2}$ p.m. Leave Boston for Haverhill at 7 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ and 5 p.m. Leave Portland for Boston at 7 $\frac{1}{2}$ a.m., and 3 p.m. Leave Great Falls for Boston at 6 $\frac{1}{2}$ a.m., 9 $\frac{1}{2}$ a.m. and 4 $\frac{1}{2}$ p.m. Leave Haverhill for Boston at 6 $\frac{1}{2}$, 8 $\frac{1}{2}$, and 11 a.m., and 6 $\frac{1}{2}$ p.m.

Special Train.—A special train will leave Boston for Andover at 11 $\frac{1}{2}$ a.m., and Andover for Boston at 3 $\frac{1}{2}$ p.m.

The Depot in Boston is on Haymarket Square. Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,

October 20, 1845. 43 ly Super't.

SPRING STEEL FOR LOCOMOTIVES. Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1 $\frac{1}{2}$ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,

j5a3 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

j45 No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, a45 Paterson, N. J., or 60 Wall street, N. York.

FOR SALE AT A SACRIFICE—A LOCOMOTIVE ENGINE, 4 wheels and Tender. Cylinders 10 in. dia. Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse " "

1 Upright Hydraulic Press.

All of which will be sold low, on application to

T. W. & R. C. SMITH.

Founders and Machinists,

May 12th

Alexandria, D. C.

GEORGIA RAILROAD. FROM AUGUSTA to ATLANTA—171 MILES.

This Road in connection with the South Carolina Railroad and the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charleston to Cartersville, two miles west of the Etowah River in Cass County.

Rates of Freight, and Passage from Augusta to Cartersville.

On Boxes of Hats, Bonnets, and Furniture

per foot 15 cts.

" Dry goods, shoes, saddlery etc., per. 100 lbs. 85 "

" Sugar, coffee, iron, hardware, etc. " 70 "

" Flour, bacon, mill machinery etc. " 33 "

" Molasses, per hogshead \$9; salt per bus. 22 "

Passengers \$9 50; children under 12 years of age and servants, half price.

Passengers to Atlanta, head of Ga. Railroad, \$7. German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta. J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent.

Augusta, Oct. 21 1845. *44 ly

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON WORKS, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1 $\frac{1}{2}$ in. to 24 in. thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descriptions.

ja451

TO RAILROAD COMPANIES AND MANUFACTURERS of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniastra rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron, the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

ja45 N. E. cor. 12th and Market sts., Philad., Pa.

NORWICH AND WORCESTER RAIL-

Road. On and after May 22, 1845, Trains will leave as follows, viz:

Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 4 p.m. Leave Worcester, at 10 a.m., and 4 p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 5 $\frac{1}{2}$ p.m., daily, except Sunday.

New York Train, via Long Island Railroad.—Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 7 $\frac{1}{2}$ a.m., daily, except Sunday, and arrives in Norwich at 9 $\frac{1}{2}$.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

EMERSON FOOTE,

Superintendent.

321y

LAWRENCE'S ROSENDALE HYDRAULIC CEMENT. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flocks and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE, 142 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 321y

SUMMER ARRANGEMENT—FARE REDUCED.

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburg, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21; whereby the traveller saves 24 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon 10; Baltimore to Petersburg 27 50; Baltimore to Richmond 27.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3 $\frac{1}{2}$ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12 $\frac{1}{2}$ to 1 p.m.; arrive in Petersburg, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11 $\frac{1}{2}$ o'clock p.m. and Petersburg, Va. by 24 o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 24 p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat. Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

31 STOCKTON & FALLS.

BOSTON AND PROVIDENCE RAIL-
road. Passenger Notice. Winter Arrangement. On and after Monday, Nov. 3, the Passenger Trains will run as follows:

For New York—night line, via Stonington. Leaves Boston every day, but Sunday, at 4 p.m.

Accommodation trains, leave Boston at 8 a.m. and 3 p.m., and Providence at 8 a.m. and 3 p.m.

Dedham trains, leave Boston at 9 a.m. 3, 5, and 10 p.m. Leave Dedham at 8 and 10 a.m., and 4 and 7 p.m.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8:20 a.m. and 2 p.m.

All baggage at the risk of the owners thereof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm.

W. RAYMOND LEE, Sup't. 31 1y

BRANCH RAILROAD and STAGES CONNECTING with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.—Taunton, New Bedford, and Fall River cars run in connection with the accommodation trains.

NEW YORK AND ERIE RAILROAD LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted] at 7 a.m., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendent.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc.

BALTIMORE AND SUSQUEHANNA RAILROAD. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6 p.m. Arrives at York at 12:30 p.m., and leaves for Columbia at 1 p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburgh and York Springs.

Fare to Pittsburgh. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburgh. Baltimore to Pittsburgh.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3 p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and following day via any passenger train.

D. C. H. BORDLEY, Sup't. 31 1y
Ticket Office, 63 North st.

DAVIS, BROOKS & CO., 30 WALL ST. Have now on hand and for sale, 200 tons 2 $\frac{1}{2}$ x $\frac{1}{2}$ inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.

30 tons 2 $\frac{1}{2}$ x $\frac{1}{2}$ inch Flat Rails.

Also—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally \$5000.

320 2m

BALTIMORE AND OHIO RAILROAD. MAIN STEM. The Train carrying the Great Western Mail leaves Baltimore every morning at 7:30 and

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5:30 P.M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P.M., and from Frederick to Baltimore at 8 A.M.

WASHINGTON BRANCH.

Daily trains at 9 A.M. and 5 P.M. and 12 at night from Baltimore and at 6 A.M. and 5:30 P.M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. 31 1y

CENTRAL RAILROAD-FROM SAVANNAH to Macon. Distance 190 miles.

This Road is open for the transpor-

tation of Passengers and Freight. Rates of Passage, \$8 00. Freight—On weight goods generally... 50 cts. per hundred. On measurement goods... 13 cts. per cubic ft. On brls. wet (except molasses and oil)... \$1 50 per barrel. On brls. dry (except lime)... 80 cts. per barrel. On iron in pigs or bars, castings for mills, and unboxed machinery... 40 cts. per hundred.

On hhds. and pipes of liquor, not over 120 gallons... \$5 00 per hhd. On molasses and oil... \$6 00 per hhd. Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE, Gen'l. Sup't. Transportation.

LEXINGTON AND OHIO RAILROAD. Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1 25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 35 1y

KEARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, Peter Cooper, } New York.
Murdoch, Leavitt & Co.

J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr. } Philadelphia, Pa.
Colwell & Co.

J. M. L. & W. H. Scovill, Waterbury, Conn.
N. E. Screw Co.

Eagle Screw Co. } Providence, R. I.
William Parker, Supt. Bost. and Wor. R. R.

New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co., Newark, N. J.

25,000 to 30,000 made weekly. 35 1y

RAILROAD IRON AND FIXTURES. The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 30 Wall st., N. York. ja46

NEW YORK AND HARLEM RAIL-
Road Company.—Winter Arrangement.

On and after Monday, November 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,) Morrisiana, Fordham, Williams' Bridge, Hunt's Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7:30 and 10:30 a.m., and 1 and 3:30 p.m.

Extra trains for Yorkville, Harlem, Morrisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11:30, 2:30, and 4:30 p.m. for Williams' Bridge.

Leave White Plains for City Hall—8:10, 11:10 a.m. and 1:45, 4:10 p.m.

Leave Tuckahoe for City Hall—8:20, 11:20 a.m., and 1:55, 4:20 p.m.

Leave Williams' Bridge for City Hall—7:45, 8:45, 11:45 a.m., and 12:45, 2:15, 3:45, 4:45, and 5:45 p.m.

Leave Morrisiana for City Hall—8:10, 9:10, and 10 a.m. and 12:10, 1:10, 2:40, 4:10, 5:10, and 6:10 p.m.

The freight train will leave City Hall at 12:45 p.m. and leave White Plains at 11:10 a.m. All freight must be at the City Hall between the hours of 10:30 a.m. and 12:30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7:30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather. 14 46

THE LONDON RAILWAY RECORD. Edited by Mr. JOHN ROBERTSON, A. M., (connected from the commencement with the Weekly Railway press of England.)

The *Railway Record* is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The *Railway Record* contains also, a complete resume of French, Belgian and other foreign Railway affairs.

Subscriptions 13s. per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Cambridge, London. Office 153 Fleet street, London. 46

BOSTON COURIER, DAILY, SEMI-WEEKLY and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weekly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper—the state of trade, the prices of merchandise, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF SUBSCRIPTION.
For the Daily Courier, for one year, in advance \$8 00
For the Semi-Weekly Courier, for one year... 4 00
For the Weekly Courier, for one year.... 2 00
JOSEPH T. BUCKINGHAM.
EBIN B. FOSTER.